

SAN FRANCISCO PUBLIC LIBRARY



3 1223 06372 9033

5/S



San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

Digitized by the Internet Archive
in 2014

<https://archive.org/details/1171sansomestree1984sanf>



CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

FINAL
ENVIRONMENTAL IMPACT REPORT

1171 SAN SOME STREET

82.418E

DOCUMENTS DEPT.

MAR 11 1986

SAN FRANCISCO
PUBLIC LIBRARY

PUBLICATION DATE: JUNE 10, 1983

PUBLIC HEARING DATE: JULY 14, 1983

PUBLIC COMMENT PERIOD: JUNE 10 - JULY 14, 1983

CERTIFICATION DATE: MAY 10, 1984

3 1223 06372 9033

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

**FINAL
ENVIRONMENTAL IMPACT REPORT**

1171 SANSOME STREET

82.418E

PUBLICATION DATE: JUNE 10, 1983

PUBLIC HEARING DATE: JULY 14, 1983

PUBLIC COMMENT PERIOD: JUNE 10 - JULY 14, 1983

CERTIFICATION DATE: MAY 10, 1984

- SOLID DOTS AT THE BEGINNING OF EACH REVISED SECTION, PARAGRAPH, FIGURE OR TABLE INDICATE CHANGES FROM THE TEXT OF THE DRAFT EIR.

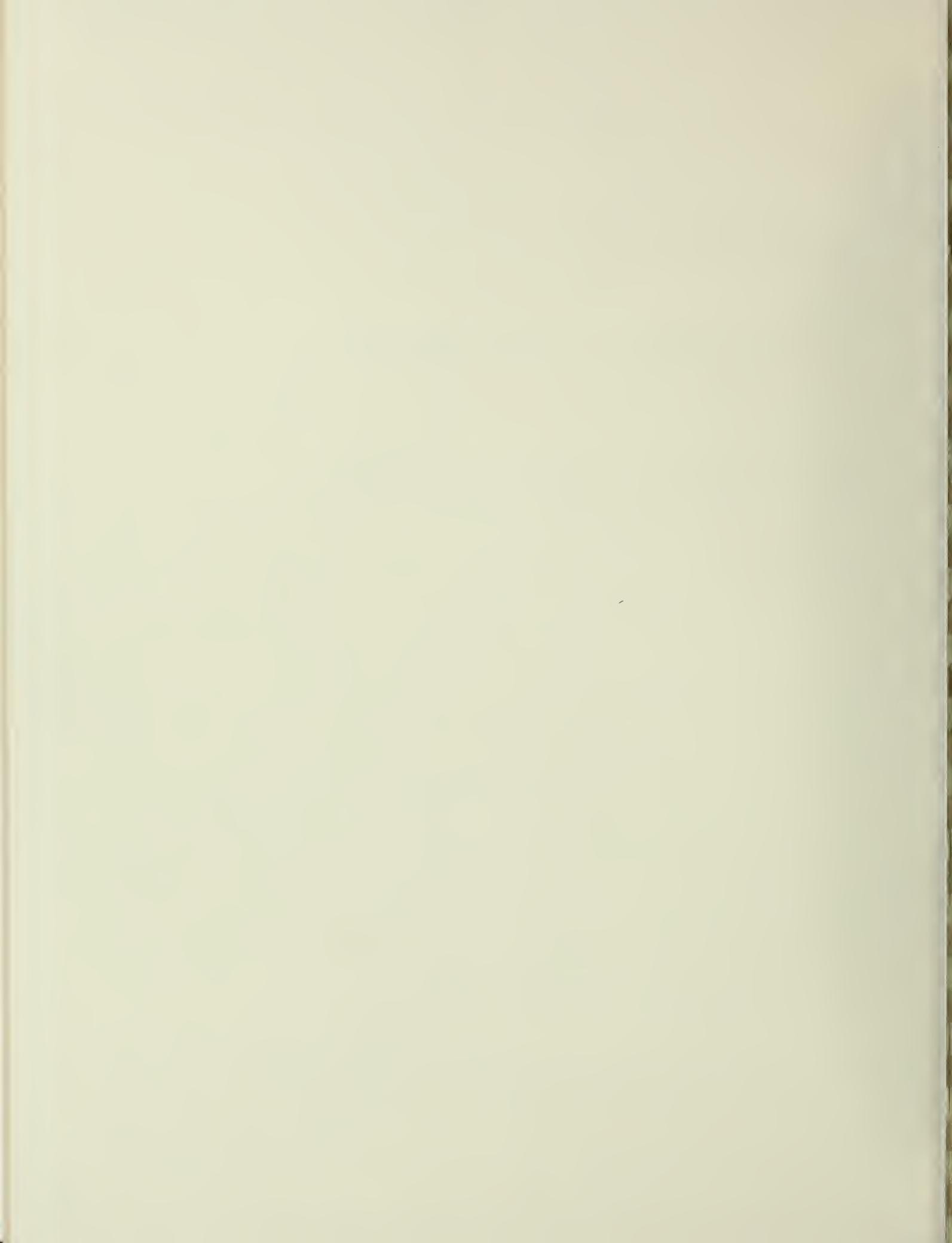


TABLE OF CONTENTS

	<u>Page</u>
I. SUMMARY	1
II. PROJECT DESCRIPTION	6
III. ENVIRONMENTAL SETTING	16
A. Zoning and Land Use	16
B. Visual Quality and Urban Design	20
● C. Parking and Transit	26a
D. Geologic Considerations	30
E. Energy	32
IV. ENVIRONMENTAL IMPACTS	34
A. Visual Quality and Urban Design	34
B. Parking and Transit	44
C. Geologic Considerations	51
D. Energy	54
E. Growth Induction	60
V. MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL IMPACTS OF THE PROJECT	61
A. Visual Quality and Urban Design	61
B. Parking and Transit	62
● C. Geologic Considerations	63
D. Energy	64a
E. Air Quality	66
F. Hazards	66
G. Cultural	66
VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED	68
VII. ALTERNATIVES TO THE PROPOSED PROJECT	69
● VIII. SUMMARY OF COMMENTS AND RESPONSES	74
IX. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED	173
X. DISTRIBUTION LIST	175
● XI. CERTIFICATION MOTION	178
XII. APPENDICES	180
A. Parking and Transit	180
B. Final Initial Study	186

LIST OF TABLES

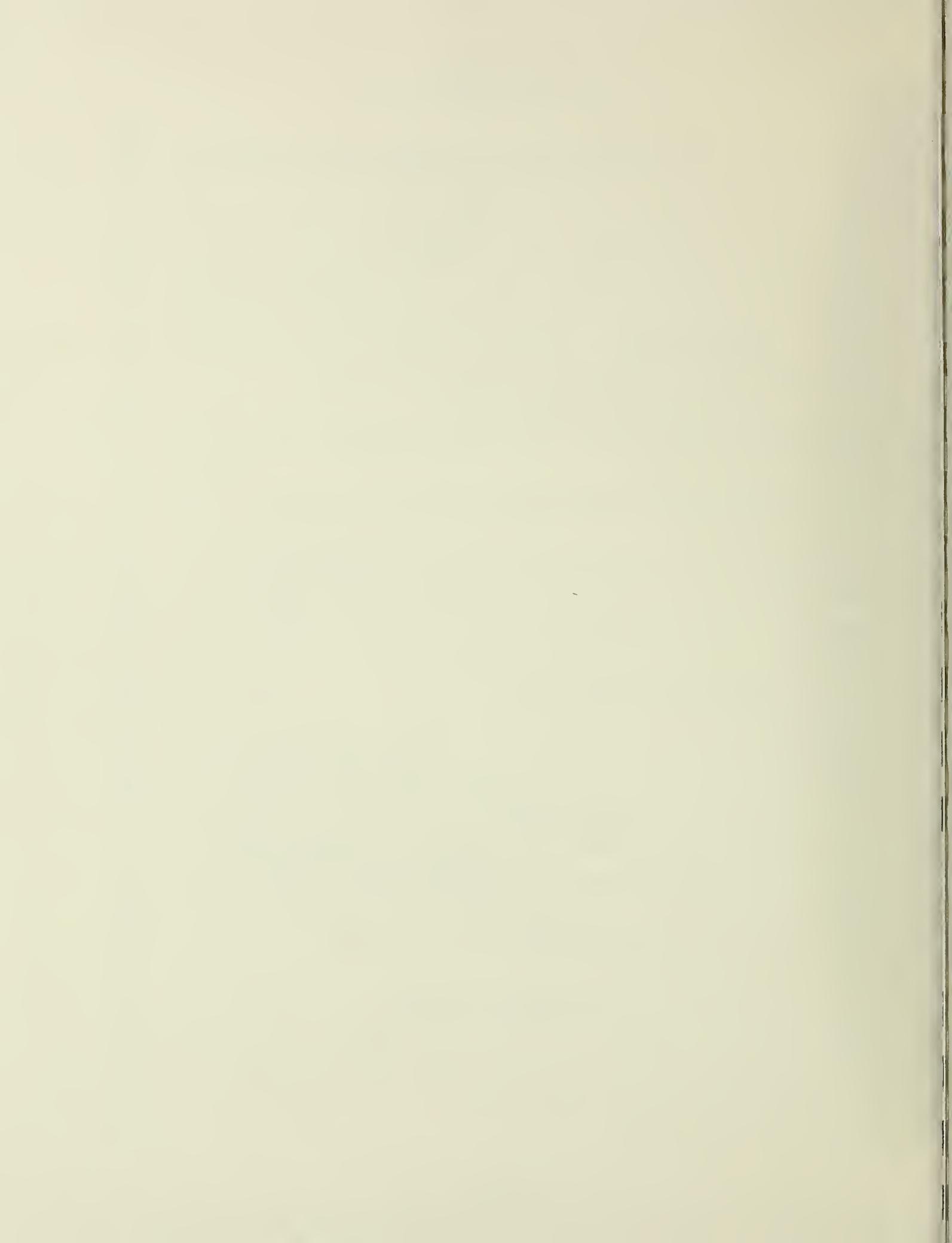
	<u>Page</u>
1 Relationship Between Applicable Urban Design Policies of the San Francisco Comprehensive Plan and the Proposed Project	40
2 Projected Peak-Hour Person-Trips by Travel Mode	46
3 Projected Office Parking Demand	47
4 Existing and Projected Muni Load Factors in Project Vicinity During P.M. Peak Hour	49
5 Estimated Annual Project Energy Consumption	57

LIST OF FIGURES

1 Site and Project Location	7
2 Site Plan	8
3 Project Drawing	9
4 Typical Parking and Office Floor Plans	10
5 Typical Residential Floor Plans	11
6 Project Section	13
7 Site Section	14
8 Zoning Map	17
9 Height and Bulk Districts Map	19
● 9a Building Heights in the Project Vicinity	19a
10 View of the Site from an Embarcadero Office Building Looking Northwest	21
11 View of the Site from the Embarcadero Freeway Looking West	22
● 11a View of Project from Green and Sansome Streets	22a
12 View of the Site from Sansome Street Looking Northwest	23
13 View of the Site from Calhoun Terrace Looking East	25
● 13a View of Project Site Looking West Across Sansome Street	25a

LIST OF FIGURES (Continued)

	<u>Page</u>
● 13b View to the East from 38 Lower Calhoun Terrace	25b
● 13c View to the South from 38 Lower Calhoun Terrace	25c
14 Public Off-Street Parking in Project Vicinity	27
15 Transit Routes	29
16 Photomontage of the Project from Sansome Street Looking Northwest	35
● 16a Photomontage of the Project Looking Northwest From an Embarcadero Office Building	35a
● 16b Building Outline Montage of the Project from Sansome and Union Streets	35b
17 Photomontage of the Project from the Embarcadero Freeway Looking West	37
18 Photomontage of the Project from Calhoun Terrace Looking East	38
● 18a Photomontage of the Project looking West across Sansome Street	38a
● 18b Photomontage of the Project from Green and Sansome Streets	38b
18c Building Outline Montage of the Project from the Embarcadero and Green Street	38c
● 18d Photomontage from 38 Lower Calhoun Terrace	38d
● 18e View to the South with the Project from 38 Lower Calhoun Terrace	38e
19 Development in the Project Vicinity	45
20 Estimated Monthly Natural Gas and Electrical Consumption Curves	56
21 Estimated Daily Natural Gas and Electrical Consumption Curves	58
● 21a Rendering to Scale of Alternative 2	70a
● 21b Alternative 2 Section	70b
22 Alternative 3 - Smaller Office Space Variation	72
● 22a Alternative 3 Section	72a
● 22b Alternative 3 - Code Complying Reduced Office Space Alternative	72b
● 22c Alternative 4 Section	73a



I. SUMMARY

A. PROJECT DESCRIPTION

The project sponsor, Seaton Corporation / Vinton Corporation, proposes to build a 12-story (84 ft. above Sansome St. on the front property line and 120 ft. at its highest point) combined office and residential project. Parking would occupy the first two floors (one of which would be partially below street level), mechanical/storage space would occupy the third floor, offices would occupy the fourth through seventh floors, and residential units would occupy the eighth through twelfth floors. The building would cover about 7,060 sq. ft. of ground area, including the terraces in the rear of the building (in the western (RH-3) part of the site), and would contain approximately 51,800 gross sq. ft. of floor area (overall site FAR of 4.1). About 29,355 gross sq. ft. (20,500 net sq. ft.) would be used for offices and about 22,445 gross sq. ft. (17,575 net sq. ft.) would be used for ● 14 condominiums. Thirty parking spaces are planned. A parking variance for 25 spaces would be required.

The proposed project would be located on a currently vacant site at 1171 Sansome St., Lot 40 in Assessor's Block 113. The property fronts on Sansome St., about 100 ft. north of the intersection of Sansome and Green Sts.

B. ENVIRONMENTAL SETTING

The project site is currently a vacant lot at the base of Telegraph Hill which slopes steeply upward to the west and north and includes a part of the nearly vertical cliff face of Telegraph Hill.

C. ENVIRONMENTAL IMPACTS

Effects of the project in regard to land use; population, employment and housing; transportation and circulation (other than parking and transit); noise; air quality; utilities and public services; biology; water; hazards and cultural issues were determined to be insignificant after review of the Initial Study, p. 85, and will not be discussed in the EIR.

- **VISUAL QUALITY AND URBAN DESIGN:** The proposed building would block views of the lower portion of the hill and quarried cliffs and partially block views of upper areas of the cliff from short-range (1-2 block radius) views directly across from the site and for a short distance along Sansome St. to the southeast. The proposed project would partially obstruct long-range views of the cliff area just north of the site from downtown locations south of the site and would obstruct views of the lower cliff and partially block views of the upper cliff in the western part of the project site from the Bay Bridge and points on the Bay.

The proposed building would be visible from short-range views along Sansome St. and would be visible from long range views such as the Bay Bridge, boats on the water, the Embarcadero Office Buildings and the Embarcadero Freeway.

The project would not obstruct views to the east from the Lower Calhoun Terraces. However, views to the south from these residences in the lowest south-facing multi-unit (below the lowest of the three building set backs) would be blocked by the project.

Although the proposed project would incorporate architectural components similar to the northern waterfront district such as building material, color and fenestration, the height of the building combined with the asymmetric window arrangement and the low amount of window to wall space on its sides would be more modern in appearance than other northern waterfront buildings.

- **PARKING AND TRANSIT:** The office portion of the project would have a long-term parking demand of 29 spaces and a short-term demand of 3 spaces; sixteen spaces would be provided for the office tenant's use, resulting in a net deficit of 16 spaces (based on a survey of Downtown office parking). The residential portion of the project would have a demand for 14 long-term spaces; 14 spaces of long-term residential parking would be provided on the site. The cumulative parking demand, including the proposed project would be for about 320 long-term spaces and about 45 short-term spaces. About 670 spaces are currently available in the project vicinity. This number would be reduced by 300 spaces if the Embarcadero Terrace project were approved. With cumulative development planned and under construction in the project vicinity, the area's parking supply would be fully occupied. Parking supply would be inadequate to meet cumulative demand inside and outside the project area.

- A parking variance for 25 spaces required under the Planning Code, but not provided as part of the project, would be required.

The project would generate about 70 p.m. peak-hour Muni trips. On the basis of existing capacity, the project would result in a load factor exceeding the maximum recommended capacity on the 42-Downtown Loop (southbound direction). Proposed capacity increases are expected to result in improved ridership conditions.

GEOLOGIC CONSIDERATIONS: The project site would be excavated to a depth of about 45 ft. (from the ground surface) at the southwest corner and to about 80 ft. at the northwest corner of the site. About 7,000 cu. yds. of material would be removed from the site. Improper excavation could affect the stability of adjacent property and structures. The cliff would be preventively maintained by periodic scaling of loose material from the cliff, periodic clearing of the existing retention basin and maintenance of the existing earthen berm on the downhill side of the retention basin. This would be done to reduce existing hazards posed by intermittent rockfalls onto the project site from the cliffs above.

ENERGY: A projected 50 billion Btu at-source would be required during construction. The project would have an estimated annual energy consumption of about 87,500 Btu per sq. ft. The structure would consume (at point-of-use) about 598,000 kilowatt-hours (KWH) of electric energy per year. The structure's average monthly electricity consumption would be about 50,000 KWH, or about 0.7 KWH per sq. ft. per month. The connected kilowatt load would be about 554 KW.

Operation of the structure would consume (at point-of-use) about 3.3 million cu. ft. of natural gas per year. Average monthly natural gas consumption by the structure would be about 275,000 cu. ft., or about 5 cu. ft. per sq. ft. per month. The project would increase at-source energy demands on PG&E by a total of 9.6 billion Btu/year. Vehicle travel generated by the completed project would consume approximately 11,640 gallons of gasoline annually.

D. MITIGATION MEASURES

Various measures have been identified that would reduce or eliminate potential environmental impacts resulting from the proposed project (see Section V., p. 61). The City Planning Commission could include some or all of these measures as conditions of project approval. Mitigation measures which are specific to the project and not required by statutes or laws include, but are not limited to: preserving the cliff portion of the site as open space, emulating the building design and style of surrounding northeastern waterfront buildings, implementing a slope preventive maintenance program on the cliff portion of the site, and adhering to the guidelines of the (now withdrawn) Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment.

E. ALTERNATIVES TO THE PROPOSED PROJECT

- THE NO PROJECT ALTERNATIVE would involve no physical change to the project site. This alternative would have no impacts on the project site. Site characteristics would be the same as those described in Section III, p. 16.

THE ALL OFFICE ALTERNATIVE would consist of a smaller structure than the proposed project, which would be used only for offices rather than a combination of office and residential uses. The architectural style would reflect this use and be similar to the lower floors of the proposed project. Visual impacts of this alternative would be reduced in comparison with the proposed project since it would be smaller. A greater percentage of window area and less detailing would increase the contrast between the building's upper stories and Telegraph Hill residences. This alternative would generate about 10% fewer peak-hour person trip ends. The same number of parking spaces are proposed for this alternative as for the proposed project; a parking variance would be required. More people would be exposed to the potential natural or seismically induced geologic site hazards during the working day and fewer would be exposed at night. Natural gas consumption would be less and electric consumption would be more than for the proposed project.

- THE REDUCED FLOOR AREA CODE-COMPLYING OFFICE AND RESIDENTIAL USE ALTERNATIVE. The smaller scale office variation would consist of a structure of similar height, but less bulk than the project. It would contain the same number of residential units, but substantially less office space (7,000 sq. ft. rather than 29,355 sq. ft.). This building would result in less view blockage of the cliffs and from residences because of its reduced bulk. Urban design characteristics would be similar to the proposed project, but this building would be less massive. This variation would generate about 70% fewer peak-hour person trip ends. A parking variance would not be required. Fewer people would be exposed to the potential natural or seismically induced geologic site hazards due to the decrease in office space. This alternative would use less gas and electricity than the proposed project.
- THE FULL-BUILDOUT CODE-COMPLYING OFFICE AND RESIDENTIAL USE ALTERNATIVE

The full build-out variation would consist of a building of similar height and bulk as the project. It would contain the same number of residential units and the same amount of

office space, but, in addition, would include two subsurface parking levels to provide the additional 25 parking spaces required for conformance with the Planning Code. This building would result in the same view blockage of the cliffs and from residences and would have identical urban design characteristics. The full buildout variation would have trip generation impacts equivalent to the project, but would not require a parking variance. However, vehicular travel to the project would increase as more parking would be provided by this alternative. More excavation would be required for construction of the two subsurface parking levels than for the project. This alternative would use more electricity for ventilation and lighting of the two additional parking levels.

II. PROJECT DESCRIPTION

A. PROJECT SPONSOR'S OBJECTIVES

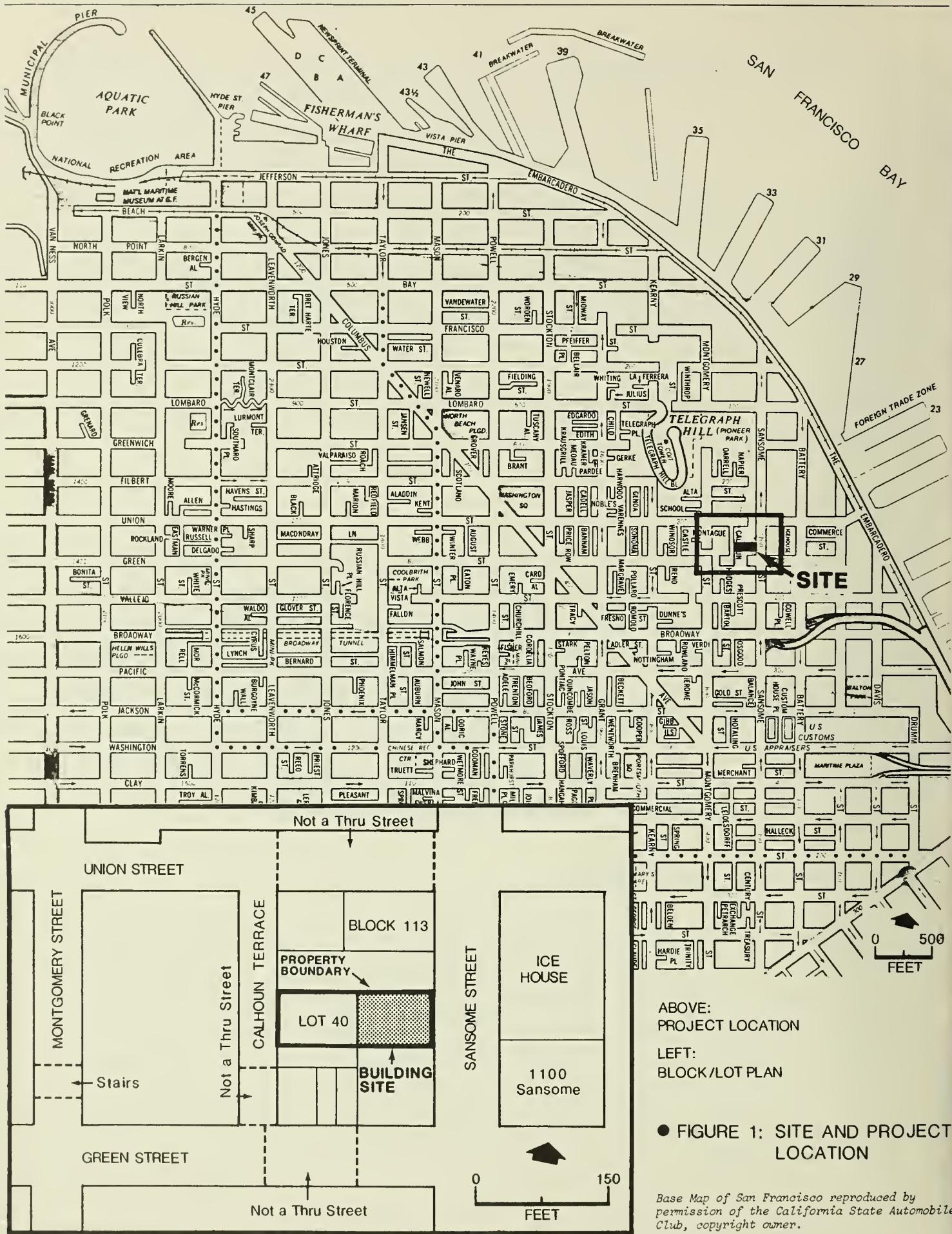
The project sponsor, Seaton Corporation / Vinton Corporation proposes to construct a mixed use office/residential building to permanently headquartered its own offices and those of Tai Associates/Architects. These firms are currently located at 665 Bush St. in San Francisco. They would occupy about 50% of the proposed office space. Other project objectives include receiving a reasonable rate of return on investment from sale of the ● condominiums and rental of the office space.

B. PROJECT LOCATION

The proposed project would be located on a currently vacant site at 1171 Sansome St., Lot 40 in Assessor's Block 113 (see Figure 1, p. 7). The property fronts on Sansome St., about 100 ft. north of the intersection of Sansome and Green Sts. (see Figure 2, p. 8). The property is in two zoning districts: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family) (see Figure 2). The height and bulk limits are 84-E for the C-2 zoning district and 40-X for the RH-3 zoning district. The project site lies within Northern Waterfront Special Use District No. 3 and the proposed Northeast Waterfront Historic District. The site is located in the Telegraph Hill cliff area proposed for landmark status.

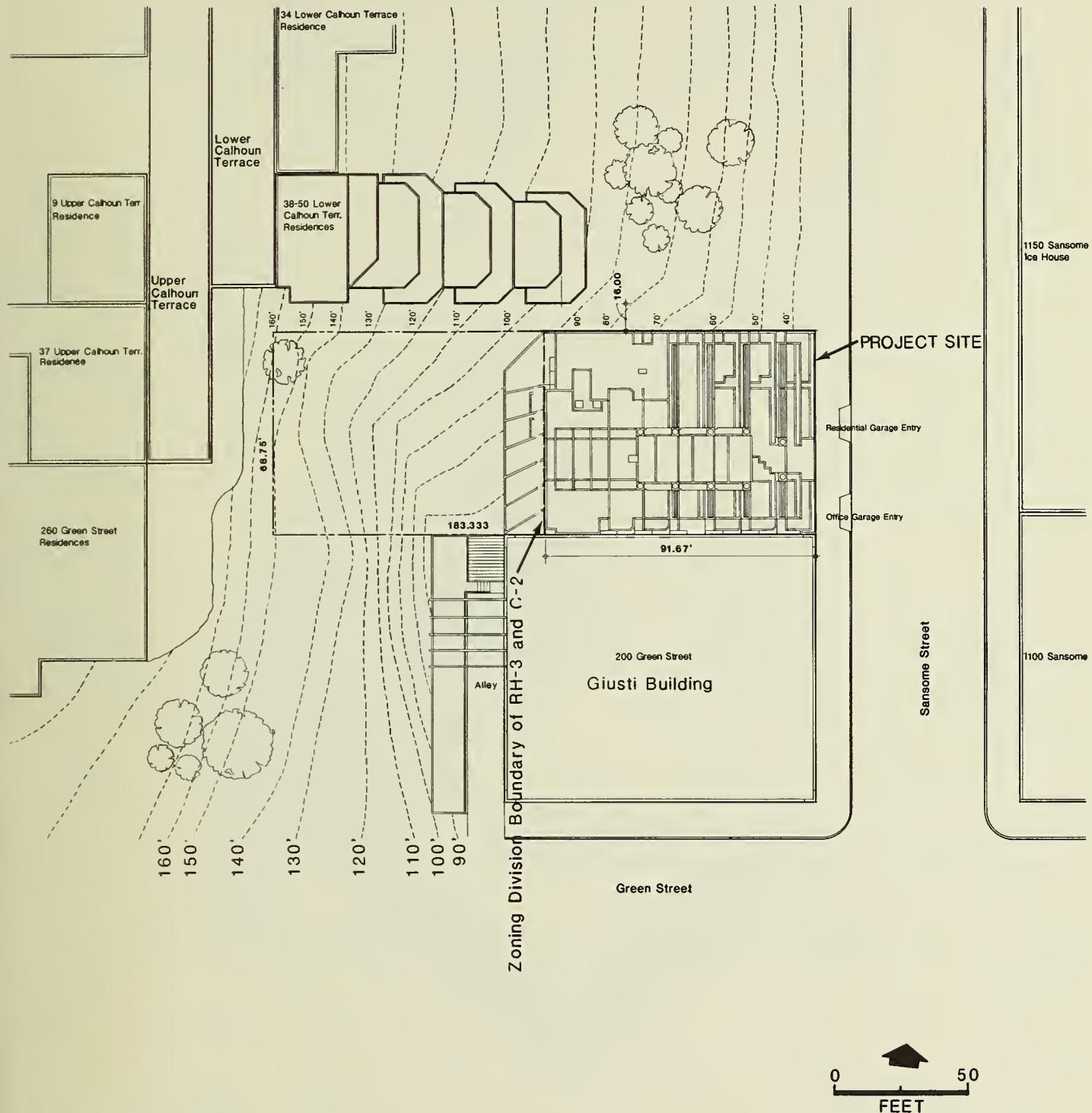
C. PROJECT CHARACTERISTICS

The proposed project is a 12-story combined office and residential project (see Figures 2 and 3, pp. 8 and 9). Parking would occupy the first two floors (one of which would be partially below street level), mechanical/storage space would occupy the third floor, offices would occupy the fourth through seventh floors, and residential units would occupy the eighth through twelfth floors (see Figures 4 and 5, pp. 10 and 11). Residential units would range in size from about 850 sq. ft. to 1,500 sq. ft., with an average size of about 1,250 sq. ft. The units would include one- and two-bedroom apartments, two-bedroom flats and townhouses.



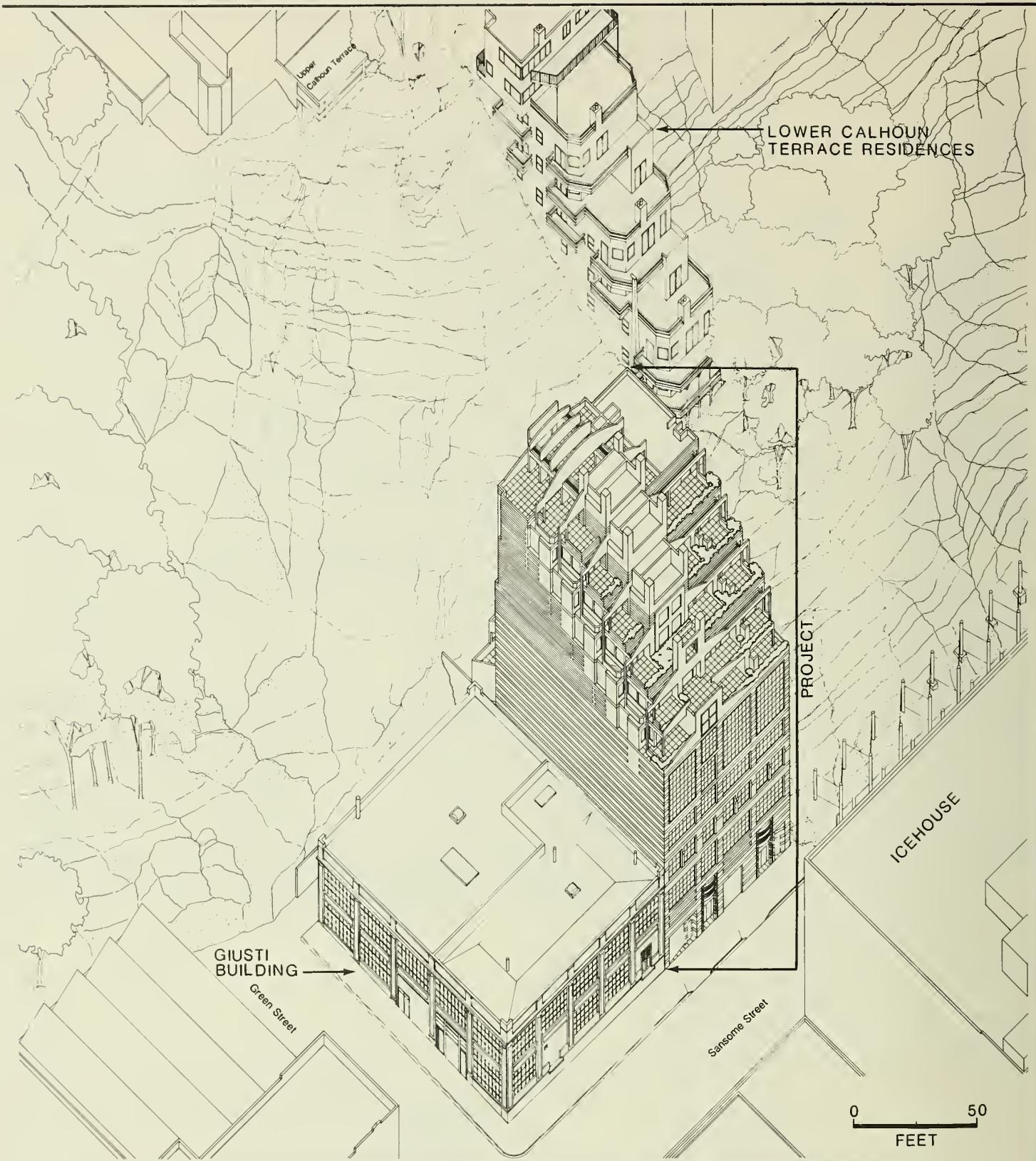
● FIGURE 1: SITE AND PROJECT LOCATION

Base Map of San Francisco reproduced by permission of the California State Automobile Club, copyright owner.



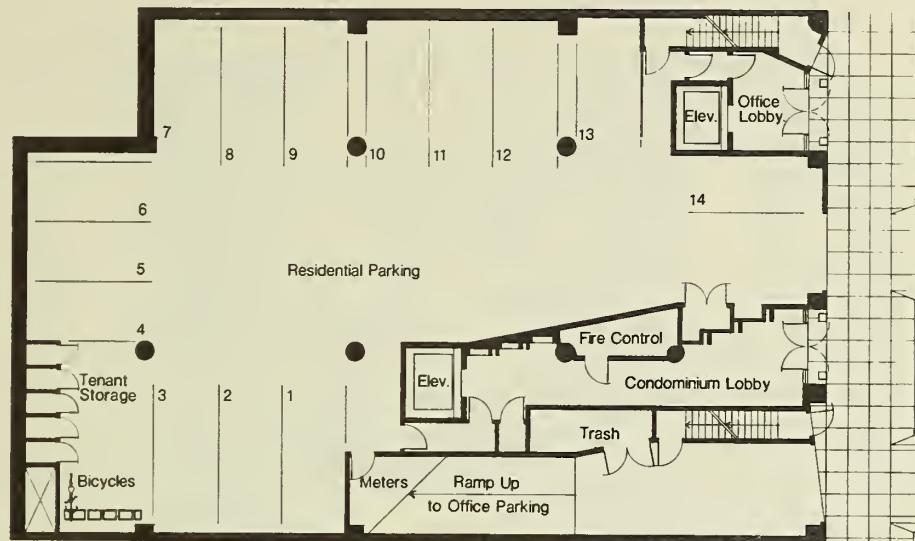
● FIGURE 2: SITE PLAN

SOURCE
TAI ASSOCIATES/ARCHITECTS

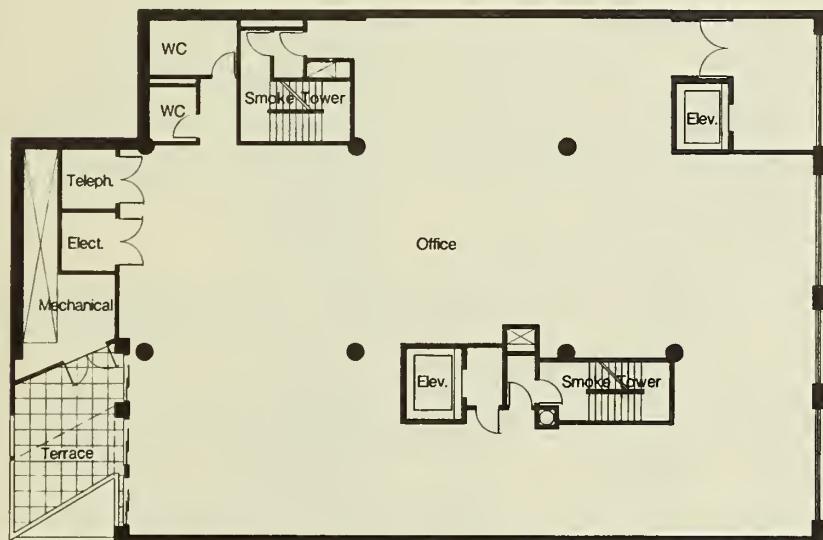


● FIGURE 3: PROJECT DRAWING

SOURCE
TAI ASSOCIATES/ARCHITECTS



FIRST FLOOR

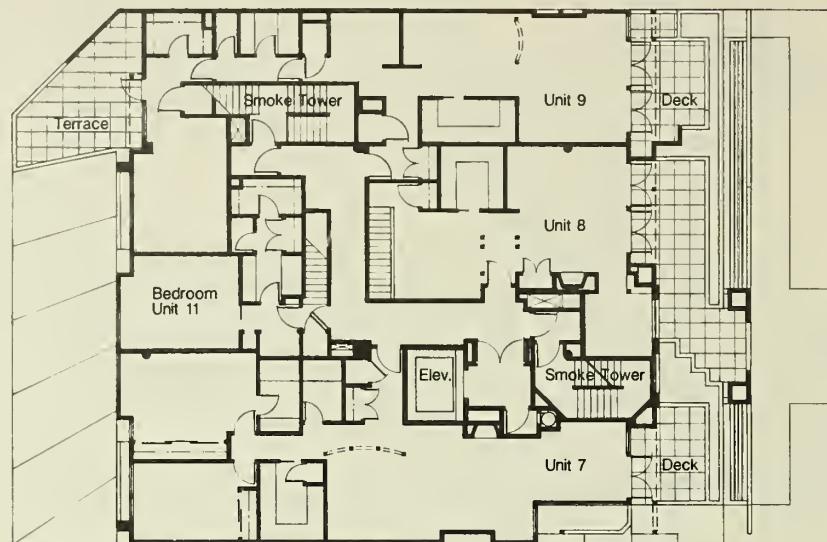


FIFTH FLOOR

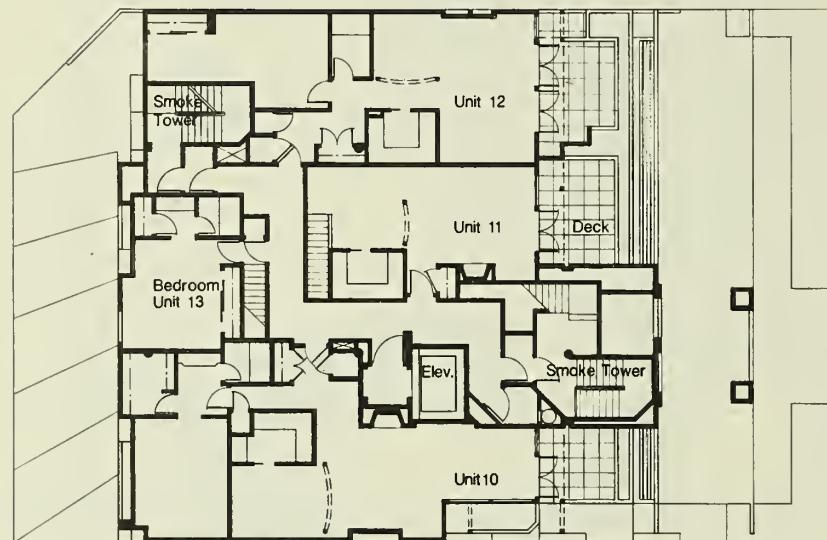
A scale bar with arrows at both ends, labeled '0' on the left and '25' on the right, with the word 'FEET' written below it.

FIGURE 4: TYPICAL PARKING AND OFFICE FLOOR PLANS

SOURCE
TAI ASSOCIATES/ARCHITECTS



TENTH FLOOR



ELEVENTH FLOOR



FIGURE 5: TYPICAL RESIDENTIAL FLOOR PLANS

SOURCE
TAI ASSOCIATES/ARCHITECTS

The structure would conform to the 84-ft. height limit (see Figures 6 and 7, pp. 13 and 14). The building elevation above Sansome St. would be calculated from an average of the north and south site slopes in conformance with the City Planning Code (see Section III.A., Zoning and Land Use). The building would step back up the hill above the seventh floor, reflecting slope variability and the increasing slope in the western part of the site; the building would remain within the 84-ft. building envelope although its height above Sansome St. would range from 84 to 120 ft. The penthouse at the rear (western portion) of the building would be the highest structural point. The building would cover about 7,060 sq. ft. of ground area, including the terraces in the rear of the building (in the western (RH-3) part of the site), and would contain approximately 51,800 gross sq. ft. of floor area. About 29,355 gross sq. ft. (20,500 net sq. ft.) would be used for offices and ● about 22,445 gross sq. ft. (17,575 net sq. ft.) would be used for residences. Thirty parking spaces (32 if tandem parking is used) are planned (14 spaces on the residential parking level and 16 spaces on the second floor), 14 for the exclusive use of residents and 16 (18 if tandem parking is used) for use by office tenants. Residential, office and garage entry would be from Sansome St.

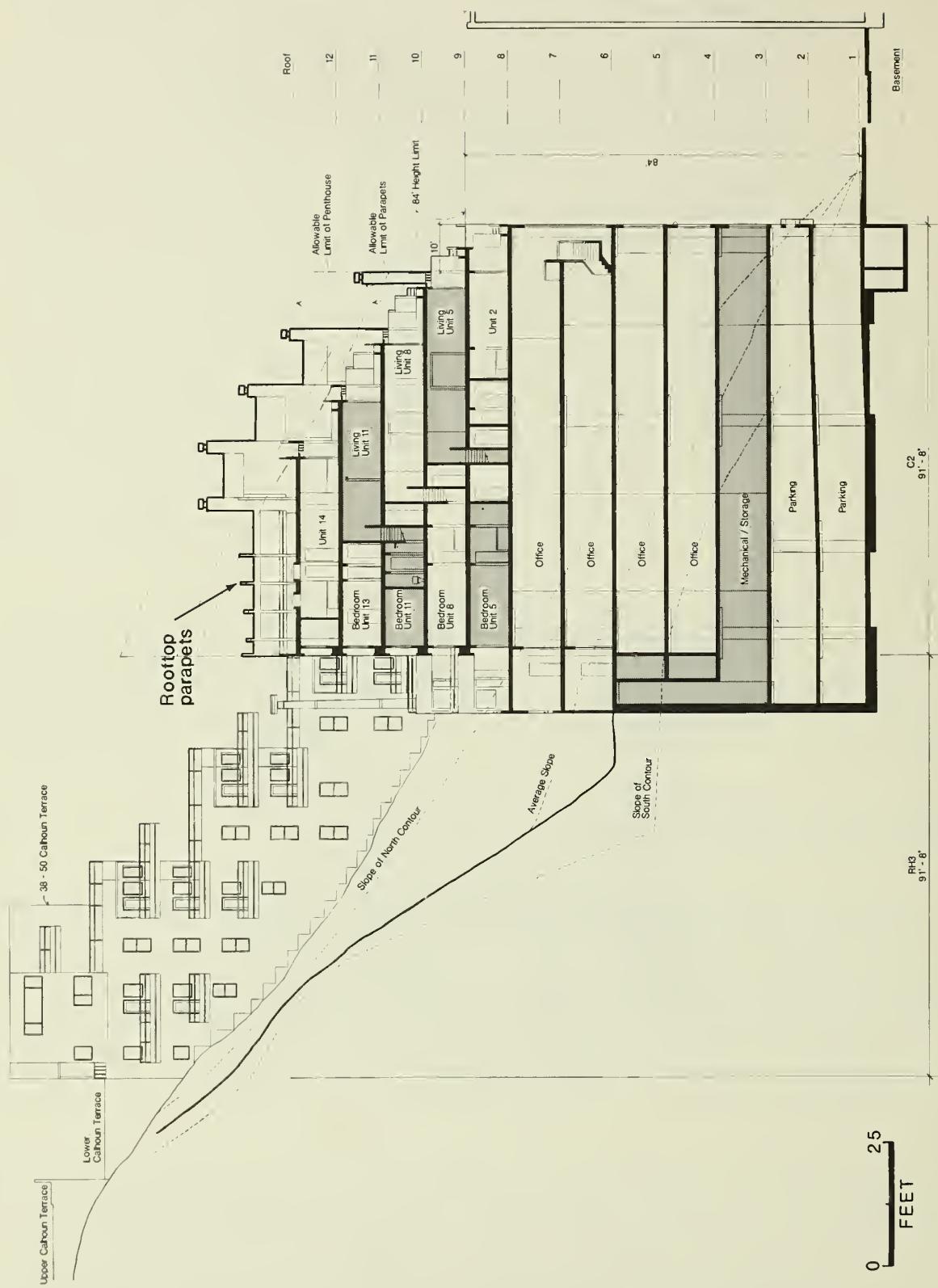
Development potential of the site was determined for the entire property (see Section III. A., Zoning and Land Use); however, major construction would be only on the eastern (C-2) part of the site with the rear terraces being the only building portion on the western (RH-3) part.

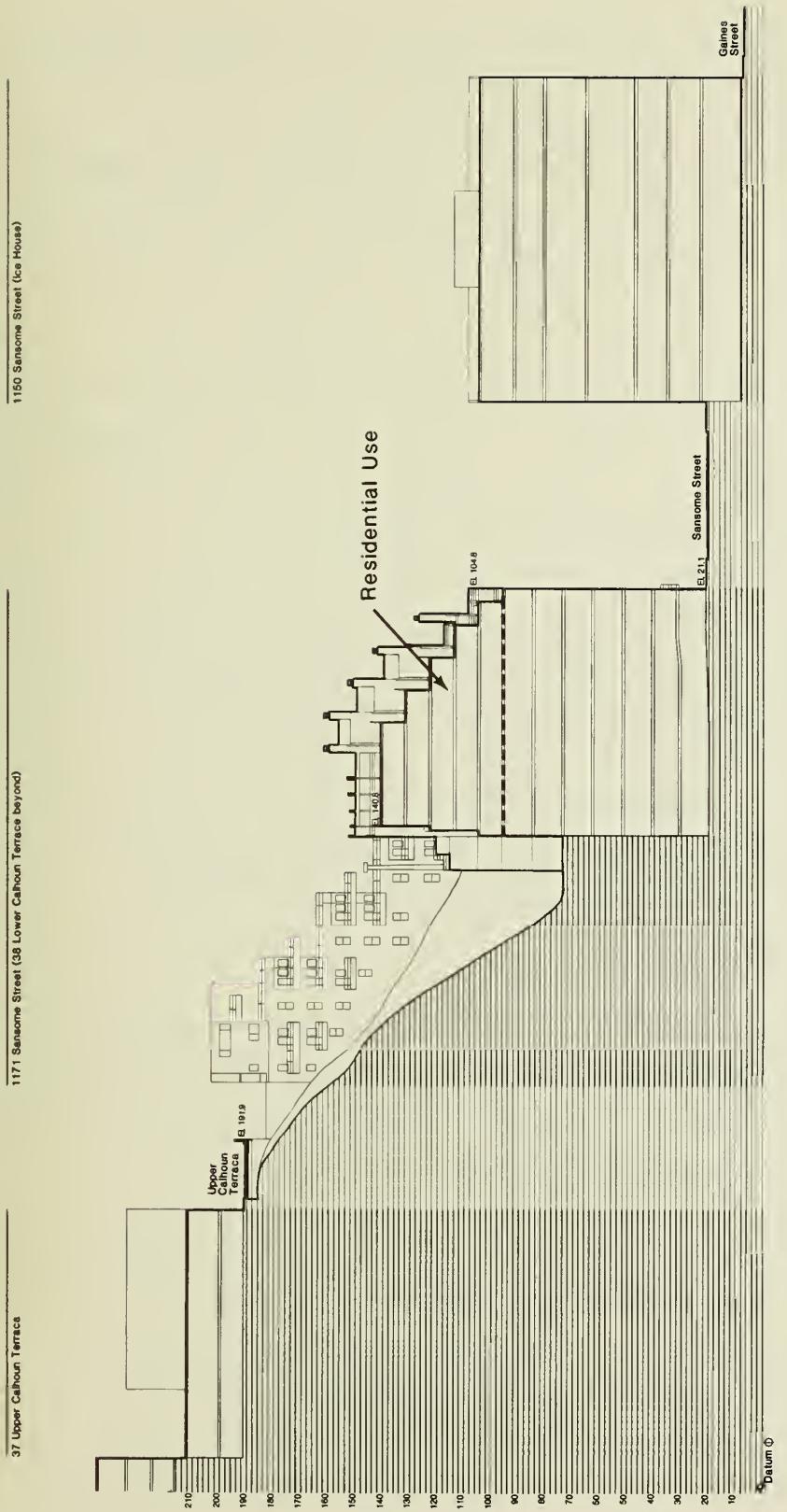
D. PROJECT SCHEDULE AND COSTS

The total estimated construction period would be about 20 months./1/ Demolition, site clearance and excavation would take about five months, concrete construction and exterior finishing would take about 15 months and interior finishing would require about three months; the latter activity would overlap with exterior finishing. Initial project occupancy is expected to begin early in 1985. Full occupancy is expected within a year after project completion.

Project construction labor and materials costs would be about \$6.9 million in 1983 dollars, not including the cost of the land. Total project value in 1983 dollars is estimated at \$14.4 million. Office space is expected to rent annually for \$30 per sq. ft. and the condominiums are expected to sell for about \$250 to \$300 per sq. ft. or in a price range of \$212,500 to \$450,000.

● FIGURE 6: PROJECT SECTION





SOURCE
TAI ASSOCIATES/ARCHITECTS

•FIGURE 7: SITE SECTION

E. PROJECT APPROVALS

Following a public hearing on this Draft EIR before the City Planning Commission, responses to all written and oral comments will be prepared, and the Draft EIR would be revised as appropriate to incorporate comments. The revised EIR (including the Summary of Comments and Responses) would be reviewed by the City Planning Commission for certification as to accuracy and completeness. After certification of the EIR, the project will be brought before the Commission for consideration of Discretionary Review of the building permit application.

The project sponsor has an application for a parking variance on file with the Department of City Planning. The project sponsor proposes to provide 30 off-street parking spaces, 25 fewer than the number required by the City Planning Code. This parking variance application would require a public hearing before the Zoning Administrator.

A proposal to designate the northeast waterfront as a historic district was approved by the City Planning Commission on September 23, 1982. It was approved by the Board of Supervisors on April 4, 1983 and became effective May 8, 1983.^{/2} A proposal to designate the Telegraph Hill cliffs as a landmark was heard by the Landmarks Preservation Advisory Board on December 1, 1982; pending the City attorney's opinion on the applicability of Article 10 to vacant land, the proposal will be reconsidered by the Landmarks Preservation Advisory Board for possible initiation of designation.

If an ordinance designating the northeast waterfront as a historic district or the Telegraph Hill cliffs as a landmark is adopted, the project would require a Certificate of Appropriateness from the City Planning Commission. This review procedure consists of a recommendation from the Landmarks Preservation Advisory Board and consideration by the City Planning Commission, at a public hearing.

NOTES - Project Description

/1/ Carl Kinczel, Project Manager, Tai Associates/Architects, letter, October 22, 1982.

/2/ Jonathan Malone, Secretary to the Landmarks Preservation Advisory Board, San Francisco Department of City Planning, telephone conversation, April 5, 1983.

III. ENVIRONMENTAL SETTING

A. ZONING AND LAND USE

The project site is bisected by two zoning district boundaries: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family) (see Figure 8, p. 17). The eastern half of the site is in the Northern Waterfront Special Use District No. 3. Each half of the site contains 6,302 sq. ft. of land area.

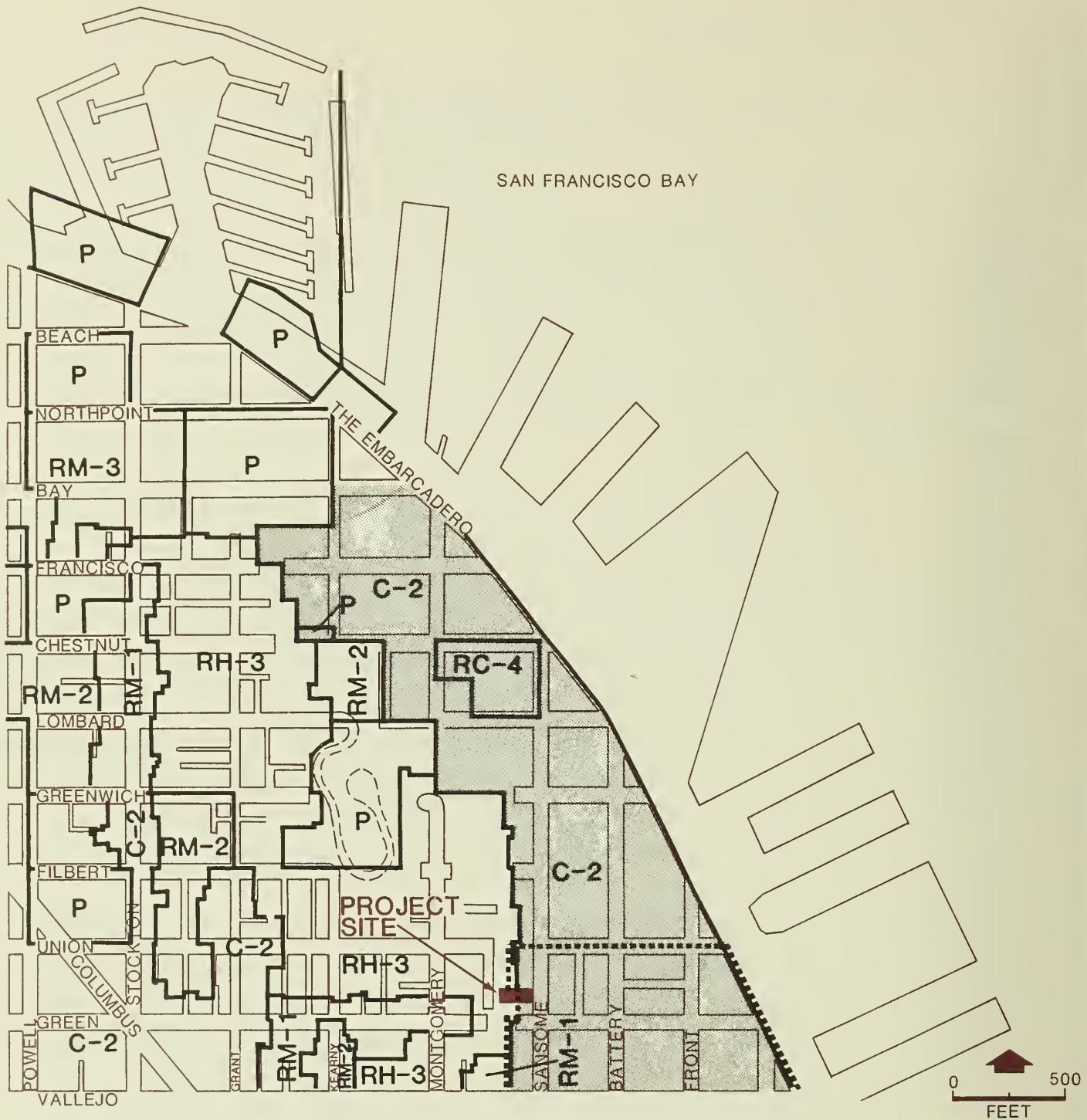
The basic Floor Area Ratio (FAR) in a C-2 district is 3.6:1. This is superceded by the Special Use District (SUD) FAR of 5.0:1 under Section 124(c). Commercial development on the C-2 portion of the site would be limited to a maximum of 31,510 sq. ft. (The RH-3 portion of the site is subject to an FAR of 1.8:1 for uses other than dwellings, however commercial uses such as offices are not permitted in this district.)

Dwelling units would be permitted in this C-2 district at the rate of 1 dwelling unit per 800 sq. ft. This would permit 7.9 units on the C-2 portion of the site. Dwelling units would be permitted on the RH-3 portion of the site at the rate of 1:1,000 sq. ft., or a total of 6.3 units. This would permit a total of 14.2 dwelling units on the entire project site.

FAR does apply to dwelling units in R districts. Consequently, the maximum building envelope on the RH-3 portion of the site is constrained by the 40 ft. height limit, rear yard and open space requirements. Development of the RH-3 portion of the site fronting on Calhoun Terrace and complying with all applicable Code restrictions would permit a total building envelope of approximately 37,800 sq. ft. In conjunction with the maximum buildup of the C-2 portion (31,500 sq. ft.), this would permit a maximum buildup of the combined site of approximately 69,300 sq. ft.

The project site is within the area known as the Base of Telegraph Hill. This area extends along the waterfront from Broadway on the south to Bay St. on the north. The site is located in the Telegraph Hill cliff area being considered for landmark status by the

- Landmarks Preservation Advisory Board. The Landmarks Preservation Advisory Board is awaiting a City Attorney decision on whether or not vacant land can be designated a City Landmark.



ZONING BOUNDARY	P	PUBLIC USE DISTRICTS
PROPOSED NORTHEAST WATERFRONT HISTORIC DISTRICT	RM-1	MIXED RESIDENTIAL, LOW DENSITY
NORTHERN WATERFRONT SPECIAL USE DISTRICT NO.3	RM-2	MIXED RESIDENTIAL, MODERATE DENSITY
	RM-3	MIXED RESIDENTIAL, MEDIUM DENSITY
	RH-3	RESIDENTIAL, HOUSE DISTRICTS, THREE-FAMILY
	C-2	COMMUNITY BUSINESS DISTRICT

SOURCE
SAN FRANCISCO DEPARTMENT OF CITY PLANNING

FIGURE 8: ZONING MAP

III. Environmental Setting

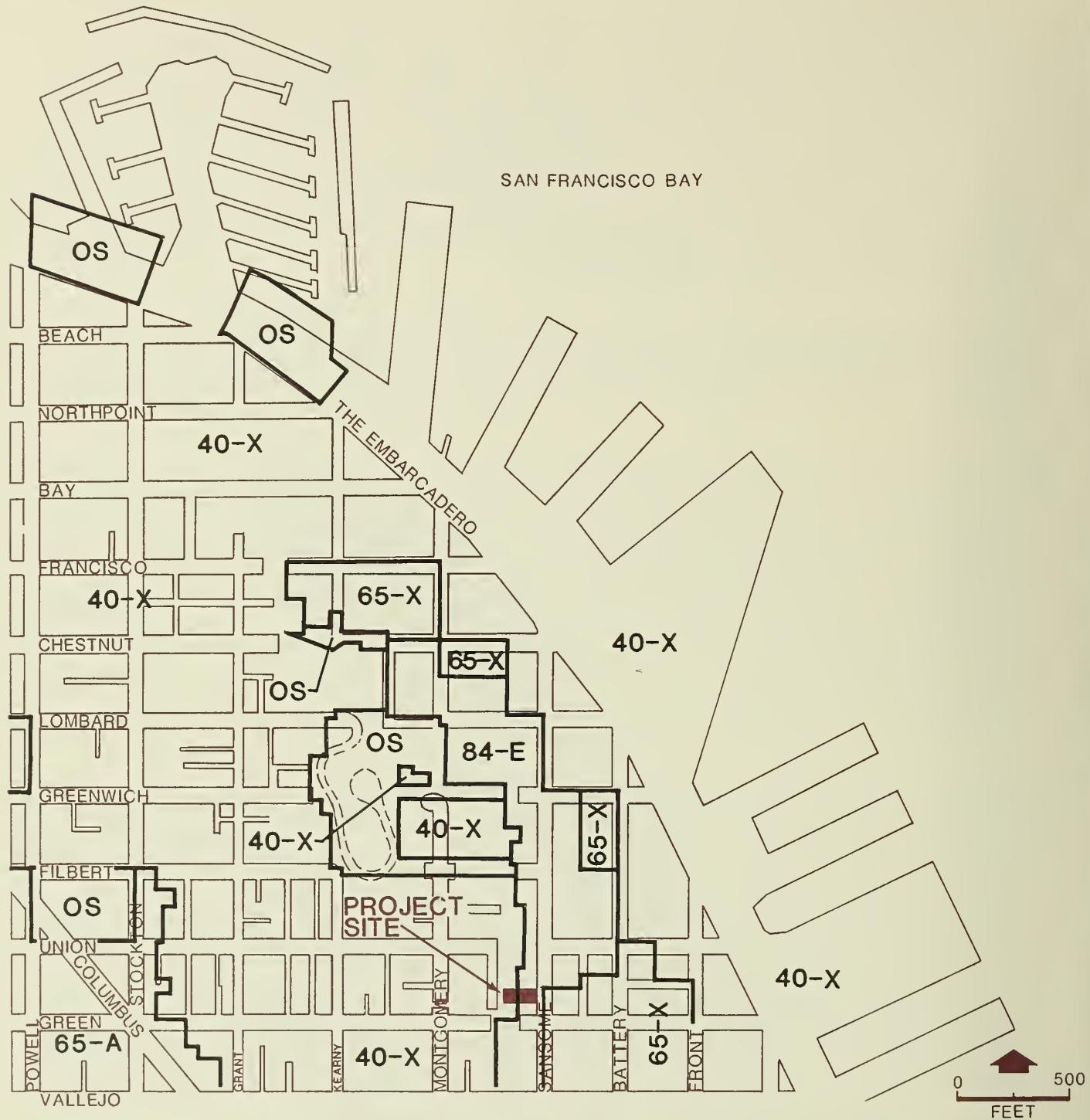
The height and bulk limits are 84-E for the C-2 zoning district and 40-X for the RH-3 zoning district (see Figure 9, p. 19). The 84-E height and bulk limit provides for an 84-foot height limit, a horizontal dimension limited to a maximum length of 110 ft. and a maximum diagonal dimension of 140 ft. above 65 ft. The 40-X height and bulk limits provide for a 40-foot height limit and a width determined by an average slope of the ground (in this case, the north and south slope contours). Existing building heights in the project vicinity are shown on Figure 9a, p. 19a.

Off-street parking required by the Planning Code is 1 space for each 500 net sq. ft. of office (41 spaces) and 1 space for each dwelling unit (14 spaces), for a total of 55 required spaces.

• The Northeast Waterfront was proposed as a historic district based on its significance in the maritime history of the city during the period 1850-1945. The objectives of the Northeast Waterfront Historic District are to protect the unique character of the area and preserve its architectural heritage. Historic District status protects individual buildings from demolition or alteration, provides a framework for private rehabilitation within appropriate controls and encourages development of vacant properties in accordance with the design character of the area.

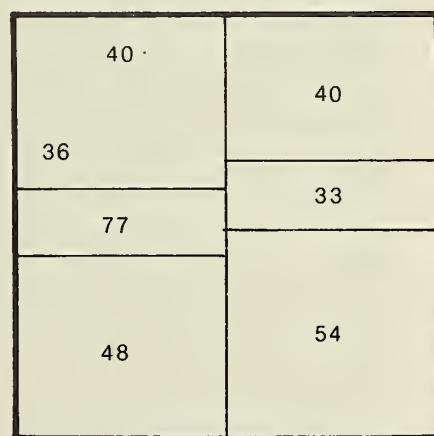
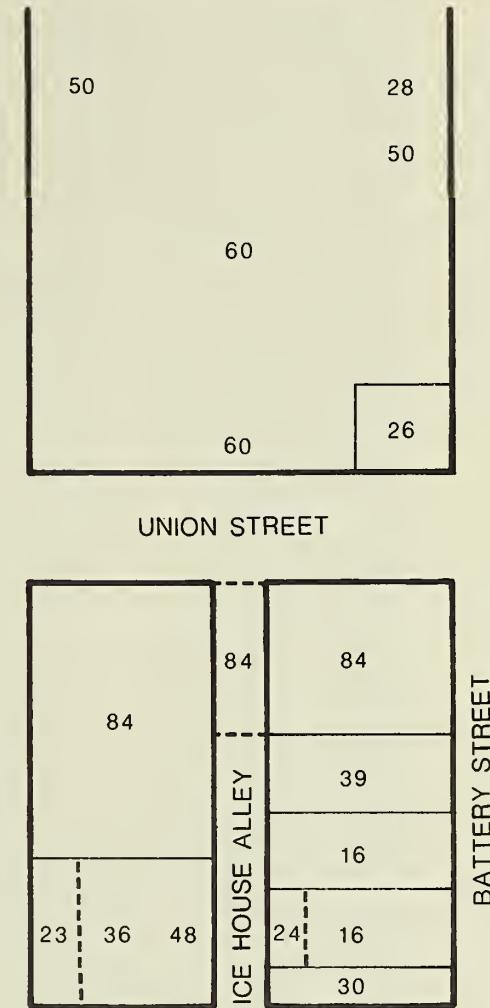
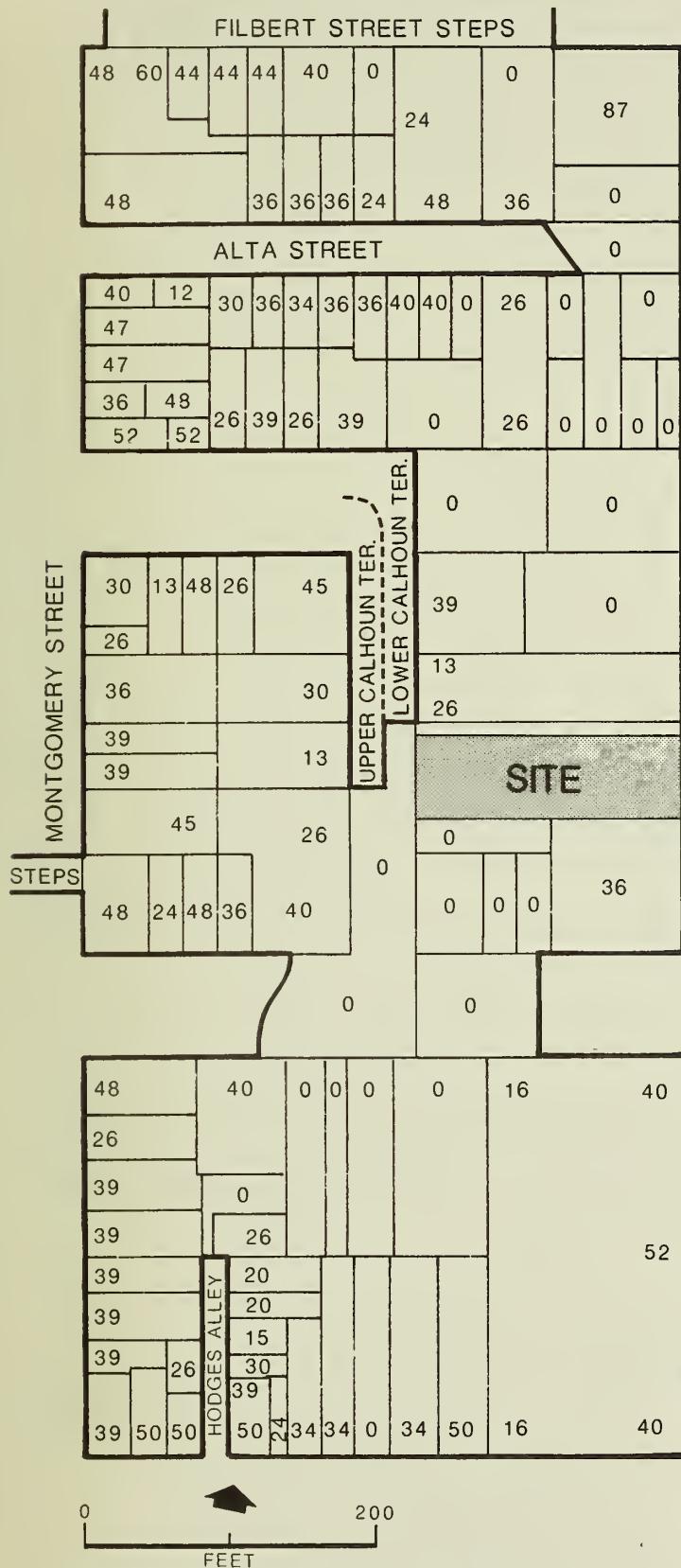
Existing properties surrounding the project site support commercial and residential uses.

• Immediately to the south of the site is the Farnsworth Green St. Laboratory building (Giusti Building) (California Registered Historic Landmark #941) which contains offices. The undeveloped cliff face is immediately west of the site and continues up to the corner of Sansome and Filbert Sts. Land to the west of the site, on the top and upper slopes of the cliffs, contains single- and multi-unit residential dwellings, including the Lower Calhoun Terrace residences. Across Sansome St. to the north is the Ice House, which has been converted to office use. On the northeast corner of Sansome and Green Sts. is a parking garage, an auto repair shop and third-floor residential use. A four-story parking garage is located on the southwest corner of Sansome and Green Sts.



LEGEND

HEIGHT AND BULK DISTRICTS	HEIGHT LIMIT	HEIGHT ABOVE WHICH MAXIMUM DIMENSIONS APPLY	MAXIMUM BUILDING LENGTH	MAXIMUM DIAGONAL MEASUREMENT
84-E	84	65	110	140
65-A	65	40	110	125
65-X	65	BULK LIMITS NOT APPLICABLE		
40-X	40	BULK LIMITS NOT APPLICABLE		
OS		CONFORMITY WITH OBJECTIVES, PRINCIPLES AND POLICIES OF THE MASTER PLAN		



● FIGURE 9a : BUILDING HEIGHTS (IN FEET)
IN THE SITE VICINITY

SOURCE: SAN FRANCISCO DEPARTMENT OF CITY PLANNING
AND ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

Recent and on-going construction or renovation activities in the project vicinity include Levi's Plaza, a seven-block, mixed use development; 101 Lombard and Telegraph Landing condominium developments, north of Greenwich St.; 1299 Sansome St., an office building on the northwest corner of Sansome and Filberts Sts.; Embarcadero Terraces, an office and restaurant complex, on Front St. between Green and Union Sts.; an office project at 955 Front at Green St.; and the Roundhouse office conversion on Port of San Francisco land on Sansome St. between Lombard and Chestnut Sts (see Figure 19, p. 45).

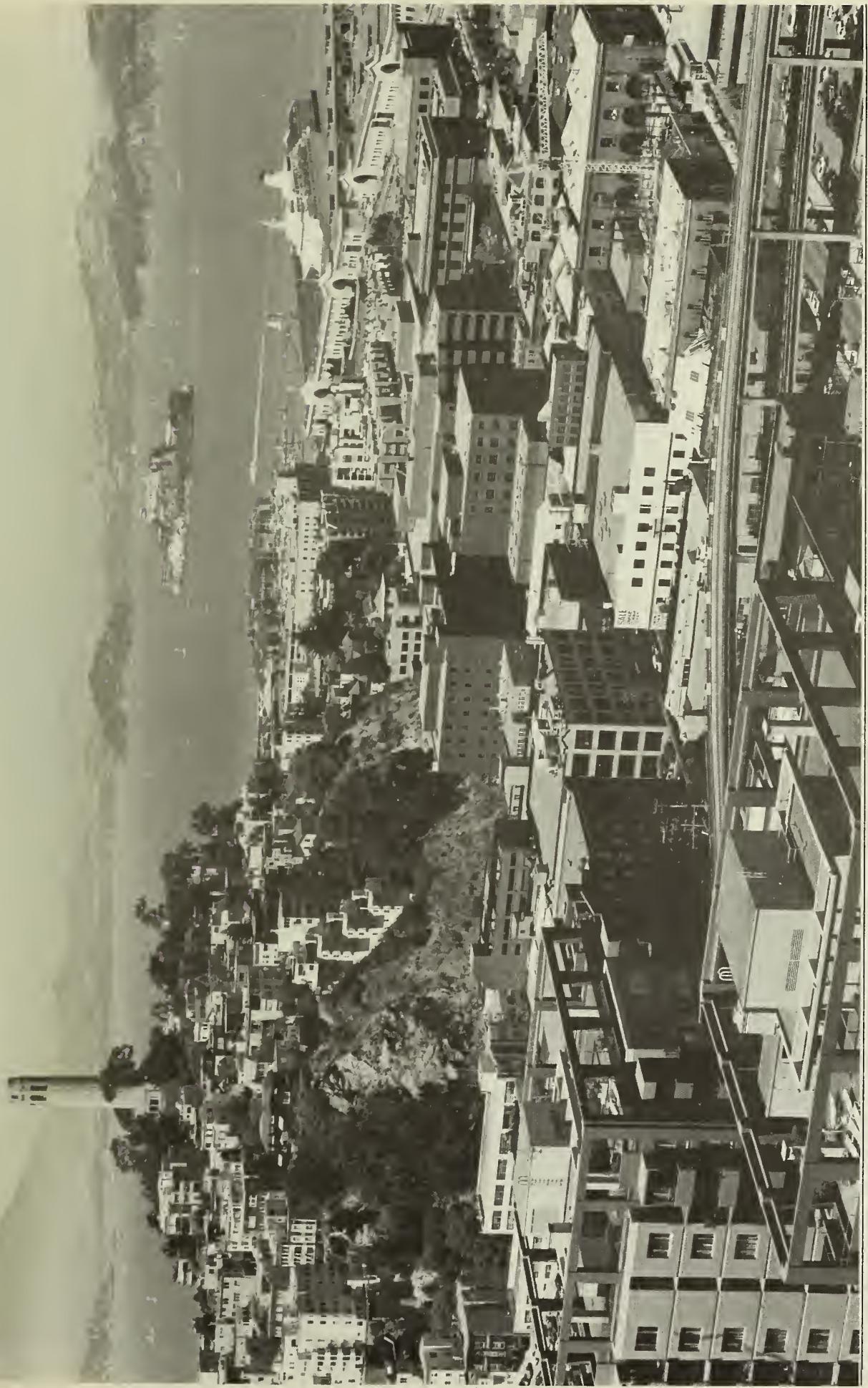
B. VISUAL QUALITY AND URBAN DESIGN

VISUAL QUALITY

The project site is located on the lower sideslope and base of a steep cliff on the eastern side of Telegraph Hill (see Figure 10, p. 21). The cliff is part of a larger cliff wall which extends from Green St. around the eastern and northern faces of Telegraph Hill (the area proposed for landmark status). The cliffs, with the Coit Tower recreation area on top of Telegraph Hill, constitute the largest area of open space in the northeast corner of San

- Francisco. Telegraph Hill, and the cliffs on its flanks, are well-known and prominent features in the San Francisco landscape.
- Views from those points of the vertical face of the eastern and northern sides of Telegraph Hill have been reduced by cumulative developments which either abut or cut into the hill. Recent and ongoing projects abutting the hill include Telegraph Landing Condominiums and Telegraph Hill Condominiums. Projects built into the side of the hill include 101 Lombard and 1299 Sansome St.
- The project site is currently vacant (see Figure 11a, p. 22a). Bare rock and vegetation occur on the site. A retention basin has been created at the base of the cliff, as required by the Department of Public Works.^{1/} The Sansome St. frontage of the site has been graded to provide access for excavation of this basin.

The cliff portion in the rear (western) part of the site is visible at pedestrian levels and from buildings on Sansome St. (see Figure 12, p. 23). The unoccupied rear yard of the Lower Calhoun Terrace residences provides open space north of the site. Substantial exposure of rock outcrop, with some vegetation and trees, occurs from the project site to the corner of Sansome and Filbert Sts.



● FIGURE 10: VIEW OF THE SITE FROM AN EMBARCADERO
OFFICE BUILDING LOOKING NORTHWESTWARD

SOURCE
GERALD RATT

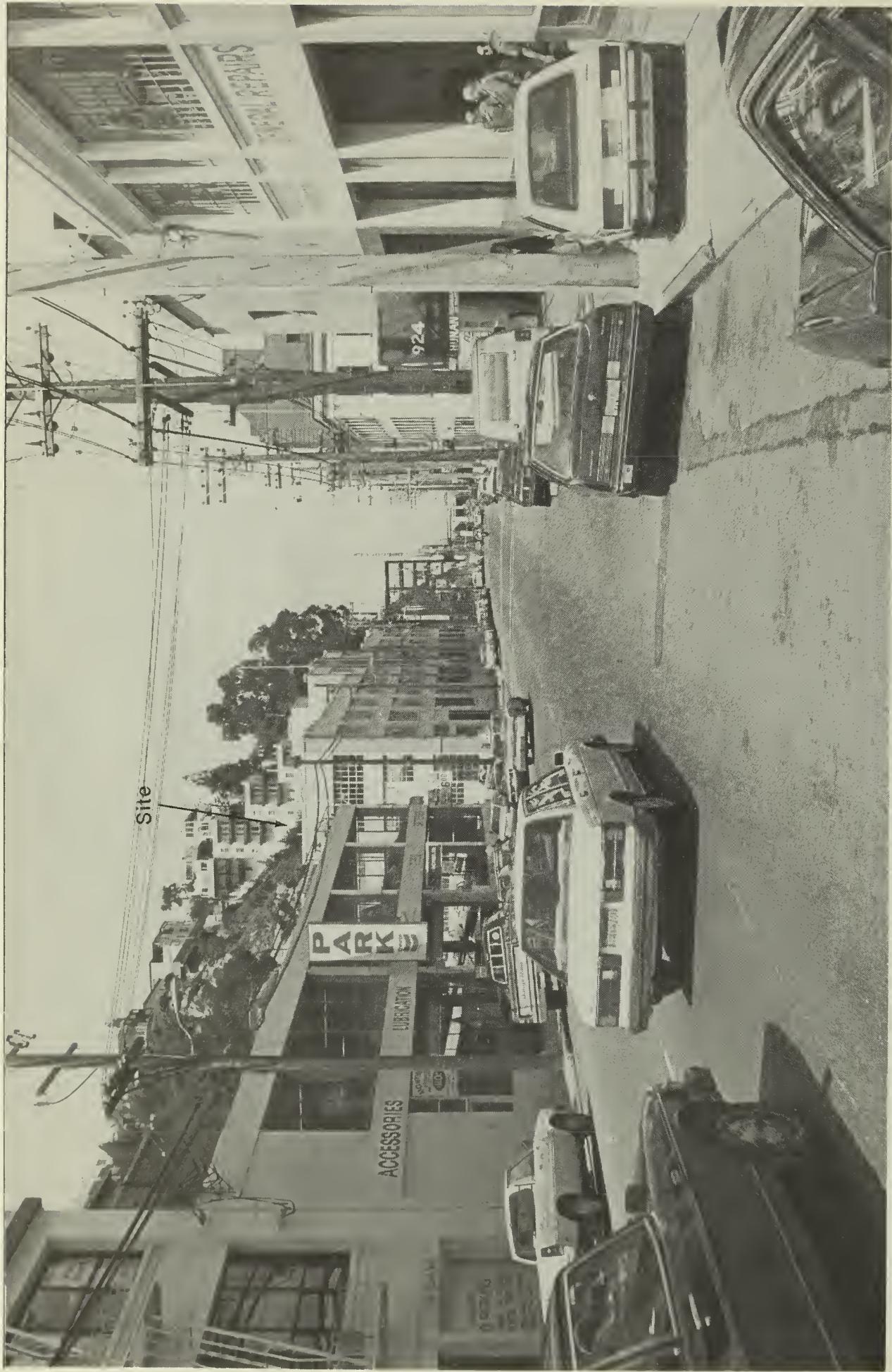
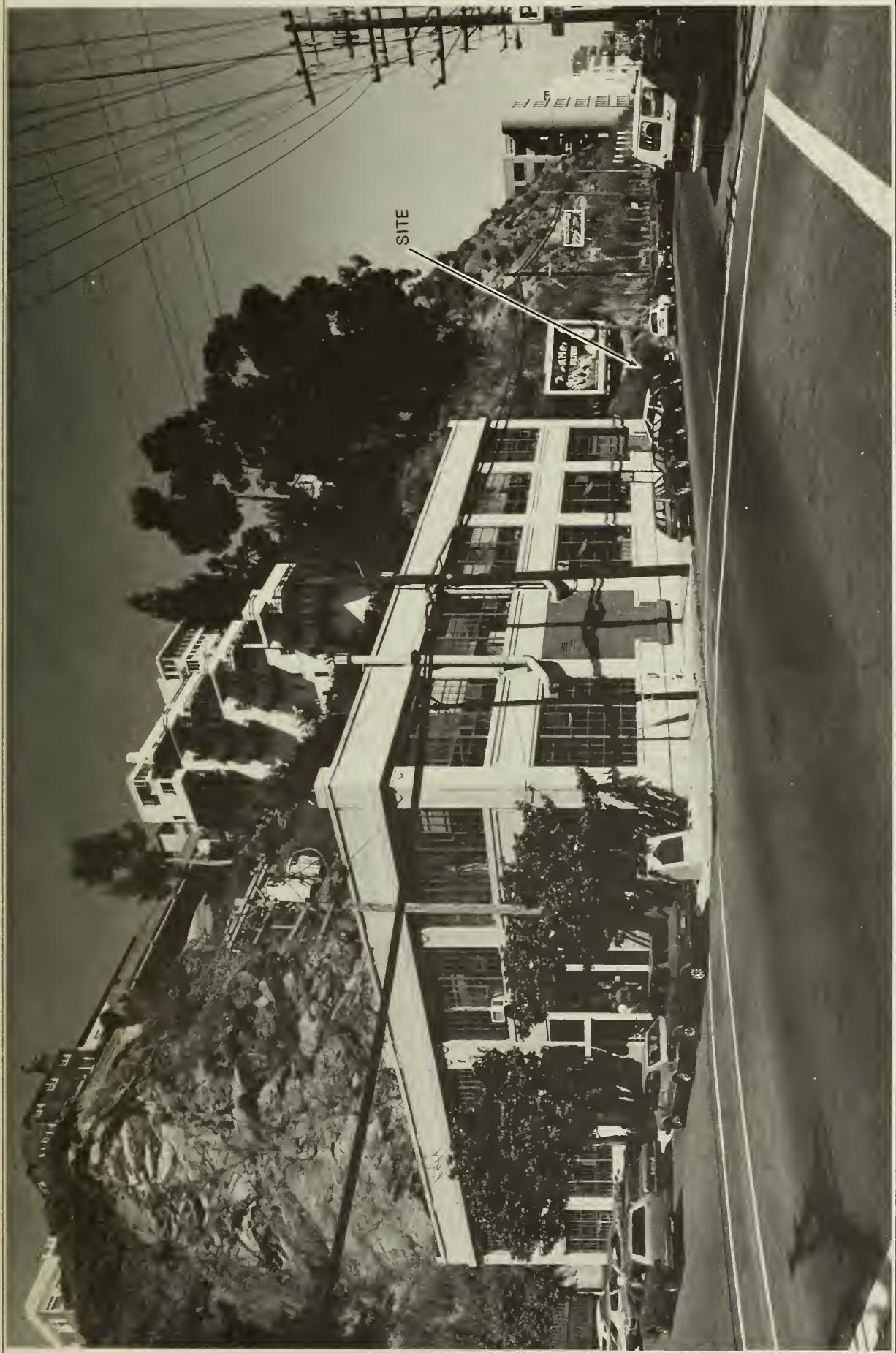


FIGURE 11: VIEW OF THE SITE FROM SANSOME STREET LOOKING NORTHWEST

NOTE SEE FIGURE 10 FOR PROJECT LOCATION



● FIGURE 11a: VIEW OF THE PROJECT SITE FROM GREEN AND SANSOME STREETS

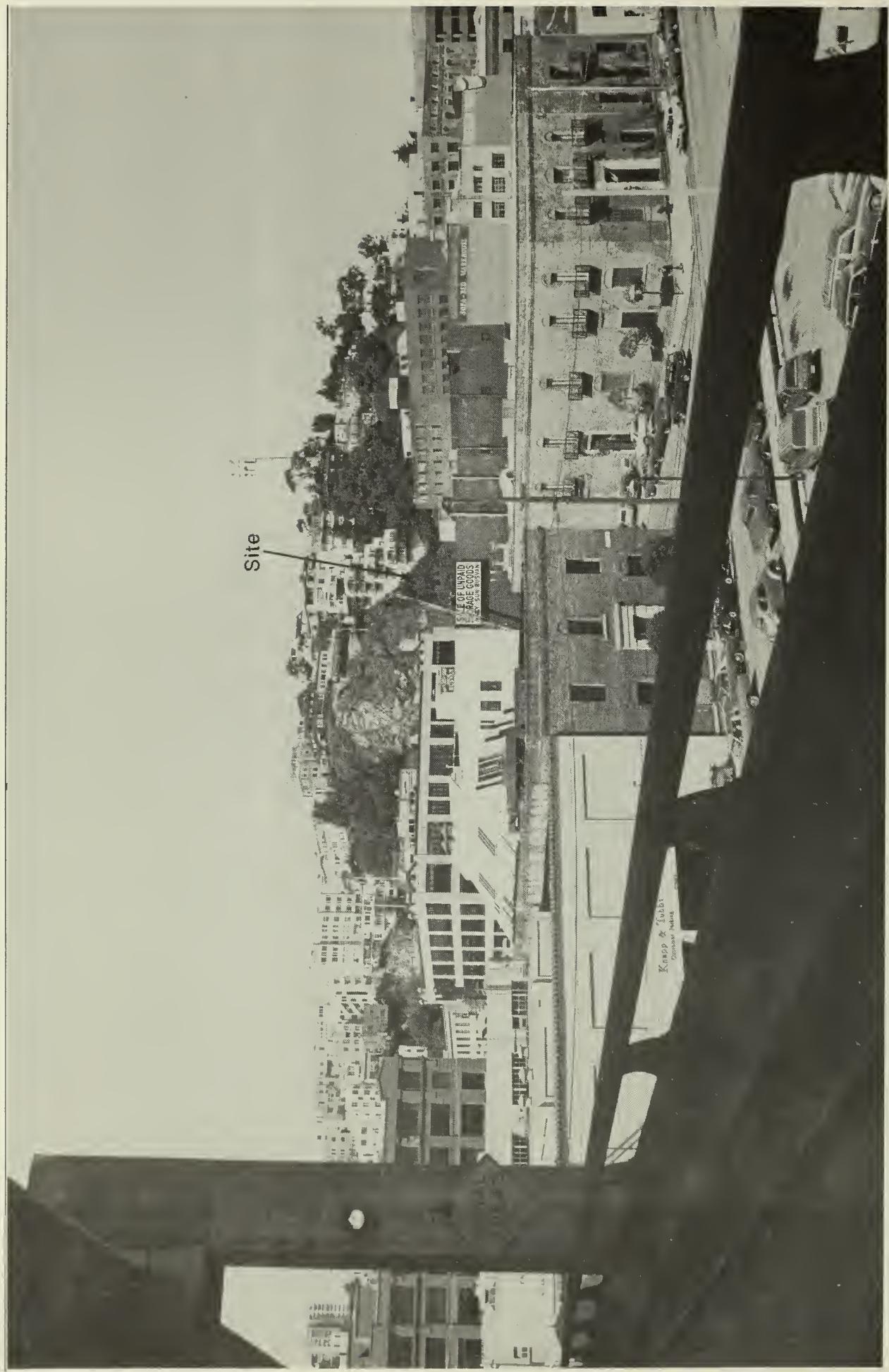


FIGURE 12: VIEW OF THE SITE FROM THE EMBARCADERO
FREEWAY LOOKING WEST

NOTE
SEE FIGURE 10 FOR PROJECT LOCATION

SOURCE
TAI ASSOCIATES/ARCHITECTS

The residences to the northwest of the project site (Lower Calhoun Terraces) and the viewing point at the end of Upper Calhoun Terrace have unobstructed views to the east of the Bay, the Bay Bridge and Treasure Island (see Figure 13, p. 25). Foreground views are associated with waterfront activities and include marine buildings, wharves, piers and ships. South and southeast of these points are views of the Financial District, the Embarcadero Freeway and the Ferry Building (see Figures 13b and 13c, pp. 25b and 25c).

URBAN DESIGN

At the base of Telegraph Hill is the low-lying northeast waterfront district. This area, which includes the project site, is of historic and architectural significance because it contains commercial warehouse buildings from nearly every decade of San Francisco's history and reflects the waterfront storage and maritime activities which are an important part of San Francisco's commercial history. This area has been proposed for designation as the Northeast Waterfront Historic District. The boundaries of the Northeast Waterfront Historic District are Union Street to the north, the Embarcadero to the east, Broadway on the south and a line running about 700 feet west of Sansome St. on the west.

The northeast waterfront contains a mixture of older warehouse buildings, new and rehabilitated office buildings, and new residential mid-rises. Buildings in the area range from about 20 to 85 ft. in height. New residential construction is to the north of the project site (101 Lombard and Telegraph Landing Condominiums), outside the boundaries of the Northeast Waterfront Historic District. New offices and renovated warehouses used for office space are grouped immediately to the north and east of the site (Levi's Plaza, 1299 Sansome St., Ice House).

New condominiums and office buildings are generally built with red brick facades and steel sash windows. This design emulates much of the older brick structures east of Sansome St., although the new buildings do not repeat the broad mouldings around windows found in the former structures.

To the south of the site are numerous reinforced concrete structures with larger windows. These buildings have not been as extensively rehabilitated into new office space as the older brick buildings in the area. Fenestration in the older buildings is usually small-paned industrial sash which is recessed from the face of the building. New offices and residences use large pane glass, without mullions, flush with the building face.

III. Environmental Setting

Adjacent to the site on its south side is a yellow two-story reinforced concrete building,

- the Farnsworth's Green St. Laboratory (Giusti Building) (California Registered Historical Landmark #941).

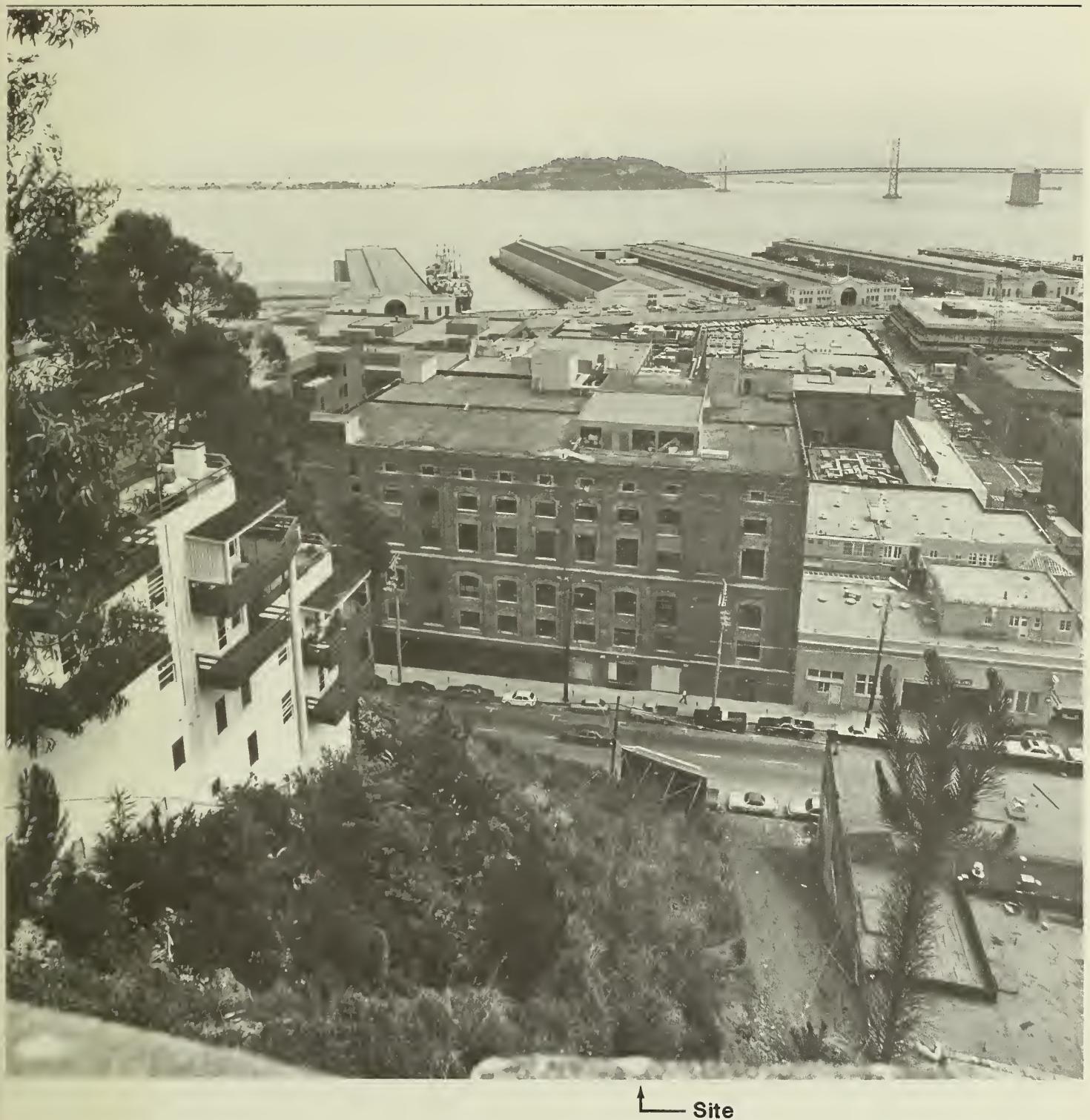


FIGURE 13: VIEW OF THE SITE FROM CALHOUN TERRACE LOOKING EAST

NOTE

SEE FIGURE 10 FOR PROJECT LOCATION

SOURCE

TAI ASSOCIATES/ARCHITECTS



● FIGURE 13a: VIEW OF SITE LOOKING WEST
ACROSS SANSOME STREET

SOURCE
GERALD RATTO



● FIGURE 13b: VIEW TO THE EAST FROM
38 LOWER CALHOUN TERRACE

SOURCE
GERALD RATTO



● FIGURE 13c: VIEW TO THE SOUTH FROM
38 LOWER CALHOUN TERRACE RESIDENCE

SOURCE
GERALD RATTO

This landmark status is commemorative in nature (a plaque mounted in the sidewalk describes the scientific advances made by Philo Farnsworth in the development of electronic television in the 1920's at 200 Green St.). Across Sansome St. is a similar beige two-story reinforced concrete parking garage and the five-story brick Ice House, which is currently in the process of renovation for office use. Views of the Bay from Sansome St. (toward the east) are blocked by these buildings.

- Telegraph Hill and its cliffs have been a prominent feature in San Francisco since the City's earliest days, and are considered an important symbol of San Francisco. They are being considered for Historic Landmark Status as a prominent topographic feature of the City. The hills and cliffs have served as observation points and locations of many significant events in the City's history. In addition, the cliffs are associated with individuals active in the early development of the City, including the Gray Brothers, who operated a highly controversial quarry on the project site. The cliffs are also significant because part of their formation was used as ballast for San Francisco's early trading vessels.

Urban development surrounds the Telegraph Hill cliffs. A residential neighborhood of small and medium-sized houses and multi-unit dwellings exists on top of the hill and

- extends partway down the cliffs. The housing on the hill ranges from small turn-of-the-century wooden houses to larger multi-family buildings constructed between 1919 and 1940. Some of Telegraph Hill's older housing stock burned in the fire of 1906, although the survivors constitute some of the oldest houses in the City.^{/2/} A white 10-unit residential structure with a series of brown terraces stepping back up the hill, is located northwest of the site at 38-50 Calhoun Terrace (Lower Calhoun Terraces).

Views of the Telegraph Hill cliffs have been and continue to be reduced by the cumulative construction surrounding them. On-going and planned projects on the cliffs' eastern and northern faces are discussed on p. 20 and illustrated in Figure 29, p. 45. On Sansome St., the cliffs remain a prominent feature because large expanses of them are undeveloped

- (see Figure 13a).

NOTES - Visual Quality and Urban Design

^{/1/} Jeffrey Lee, Director, Department of Public Works, letter (order of abatement #01A-P15-P10-0051), April 2, 1982.

● ^{/2/} Olmstead, Roger and T.H. Watkins, Here Today, San Francisco's Architectural Heritage, Chronicle Books, San Francisco, 1948.

C. PARKING AND TRANSIT

PARKING

Public parking facilities within the project vicinity (which is generally defined by the eastern edge of Telegraph Hill, Broadway, and the waterfront) are located mostly south and east of the site. Surveys of existing long-term (greater than six hours) off-street public parking in the project area were conducted by Environmental Science Associates, DMJM and Environmental Impact Planning (EIP) (see Figure 14, p. 27).¹¹ In the project vicinity there are about 2,790 long-term, commercially available off-street parking spaces. During the time periods when the surveys were conducted, there were 670 spaces vacant on a daily basis, or an average occupancy of about 76%.

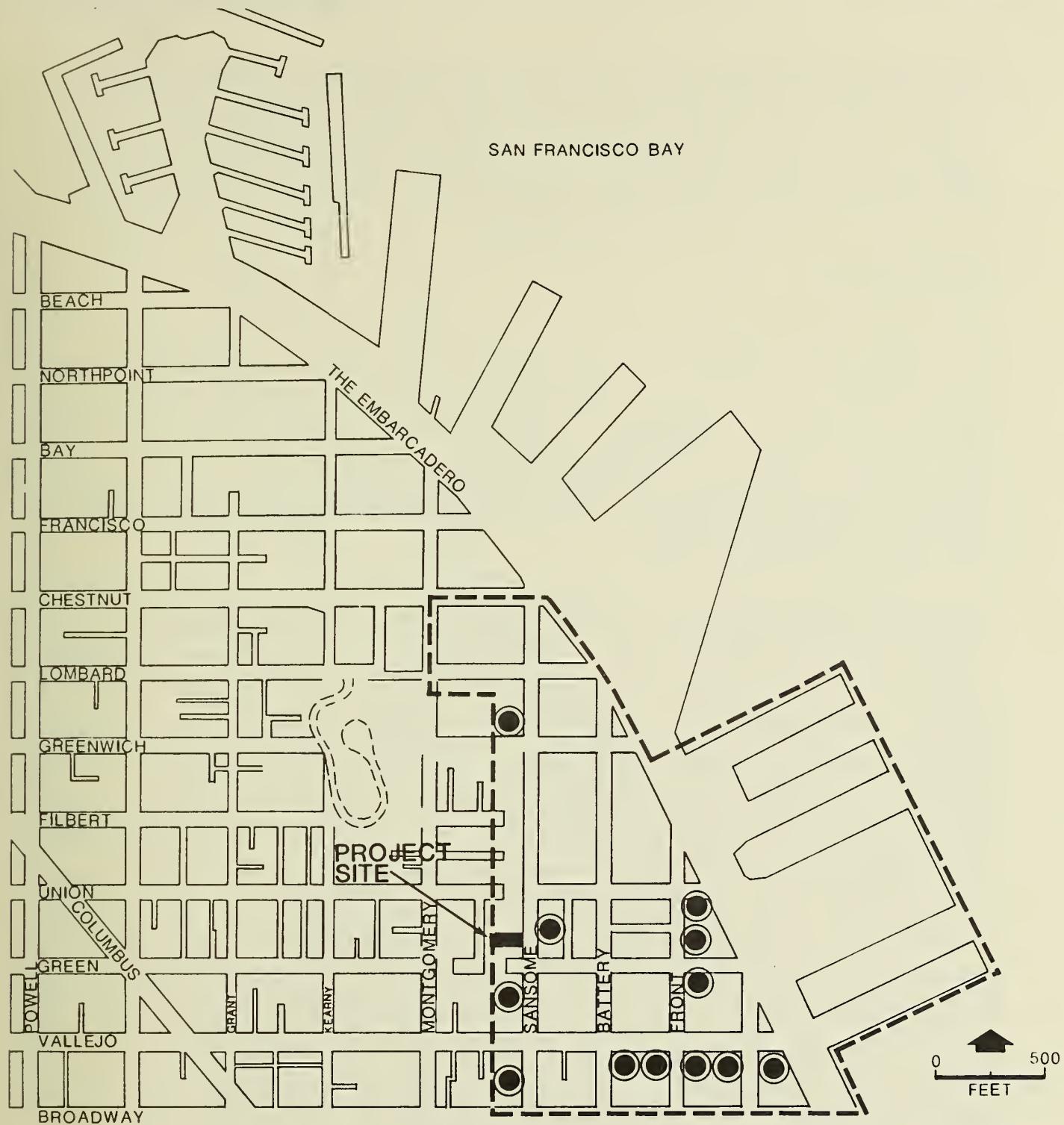


FIGURE 14: PUBLIC OFF-STREET PARKING IN PROJECT VICINITY

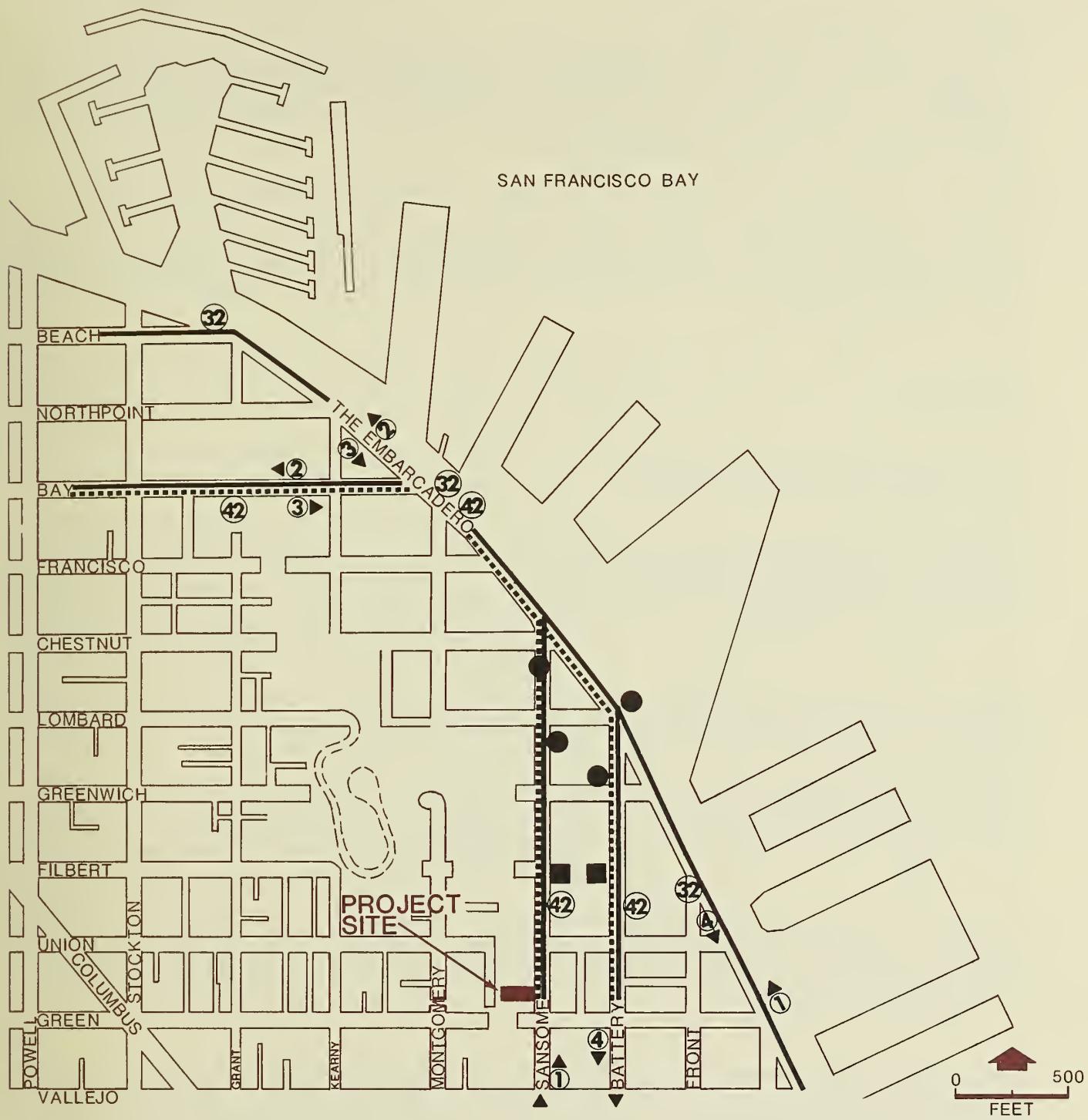
The proposed Embarcadero Terraces office building would remove a 304-space parking lot (included in the above total) that is presently fully occupied on a daily basis. Following removal of the parking facility on the proposed Embarcadero Terraces site, overall parking occupancy in the study area would be 85% (assuming all of the displaced parkers to relocate to parking facilities in the study area).

TRANSIT (MUNI)

The project area is served by two Muni routes (see Figure 15, p. 29). Muni Route 32-Embarcadero operates on The Embarcadero in the project vicinity and Muni Route 42-Downtown Loop runs northbound on Sansome St. and southbound on Battery St. in the project vicinity. Scheduled peak-hour headways (time between buses) on the two routes are approximately 15 minutes.^{/2/} Additional buses operate on these routes, particularly the 42 route, during the peak hour.

Muni has established maximum recommended passenger loadings that are used as a basis for scheduling peak-hour trips on each route. The recommended loadings are equivalent to 150% of seated capacity for motor coaches. Loading in excess of the recommended maximum decreases passenger comfort, reduces schedule adherence, and increases passenger loading time. Peak-hour passenger loadings on the two Muni lines were observed in the project vicinity on several weekdays in January 1983 by Environmental Science Associates.^{/3/} Both Muni lines operate in two directions in the project area. Consequently, observations were made at four points on the routes. The checkpoints are shown on Figure 15 and in Table 3, p. 47, by direction and checkpoint number. As shown in Table 3 both of the Muni lines in the project area operate under acceptable conditions during the existing peak hour (indicated by load factors not exceeding 1.00). At three of the checkpoints, loadings exceeded seated capacity (indicated by load factors in excess of 0.67) but remained less than total capacity. The Muni Five-Year Plan outlines a program for integrating Muni and regional service.^{/4/} Programs for improving route structures, collection procedures, and regional transfer coordination are planned which would increase the percentage of non-San Francisco residents (presently 10%) making use of Muni. These programs would primarily affect trips to non-downtown locations and the other eight Bay Area Counties.

The site currently contributes \$350 in General Fund revenues to Muni; there are no costs to Muni associated with the site.



LEGEND

- MUNI ROUTE, LINES 32 AND 42, ● - BUS STOP
- GOLDEN GATE TRANSIT ROUTE, ■ - BUS STOP
- ① CHECKPOINT NUMBER AND DIRECTION OF TRAVEL FOR LOAD CHECK

NOTES - Parking and Transit

/1/ Environmental Impact Planning, 1982, Roundhouse Development Transportation Report, and a parking survey conducted by Environmental Science Associates, Inc. on February 3, 1983. This data is on file at the Office of Environmental Review, 450 McAllister St., 5th Floor, San Francisco.

/2/ San Francisco Municipal Railway, September 1982, Guide to Frequency of Service.

/3/ Data collected between 4:30 p.m. and 6:00 p.m. on January 13 and 20, 1983 (both weekdays) at checkpoints shown on Figure 15, p. 29 by Environmental Science Associates, Inc. This data is on file at the Office of Environmental Review, 450 McAllister St., 5th Floor, San Francisco.

/4/ San Francisco Municipal Railway, May 1982, Municipal Railway Five-Year Plan 1982-1987.

D. GEOLOGIC CONSIDERATIONS

The site and adjacent areas on Telegraph Hill were quarried during the late 1800s for rock that was used as ballast, bayfill and street and rail bedding. Quarry operations left steep bedrock faces, including the one at the rear of the project site, and exposed the fractured and sheared sandstone, siltstone and shale that form the base of Telegraph Hill./1/ Of these three rock types, the siltstones and shales are the most fractured, and are less capable of bearing heavy loads than the sandstone.

The site slopes upward towards the west and north, from an elevation of about 25 ft. above mean sea level (MSL) to about 160 ft. (MSL) on the northwest edge of the site. Near Sansome St. the slopes are about 1.5:1 (horizontal/vertical), steepening to 0.25:1-0.5:1 in the southwest corner of the site./2/ Some slopes are steeper, with areas of vertical slopes and overhangs. A prominent rock knob overhangs the southern slope of the site (see Figure 12, p. 23).

No active faults are known to exist within the City, but several active faults are nearby and could affect the project./3/ These include the San Andreas Fault, about 10 miles southwest of the site; the Hayward Fault, about 15.5 miles east of the project; and the Calaveras Fault, about 30 miles east of the site. The inactive City College Fault Zone is about 5 miles southwest of the project site.

The major potential geologic hazards on the site are ground shaking and land and rock slides. Weak seismic shaking could occur on the site in a major earthquake

(Richter magnitude 8+) (seismic shaking would be weak because bedrock underlying the site would not amplify seismically induced ground motion as would unconsolidated sediments or fill);/3, 4/ this could trigger landsliding or rockfalls. Active sliding and sloughing of the slope this year and during previous years have resulted in a considerable accumulation of talus on the site. The western slope of the site contains adversely layered siltstone and shale which have been loosened by roots and weathering./5/ During periods of heavy precipitation (especially the heavy rains of the past two winters) the natural erosion process is accelerated, resulting in large amounts of siltstone and shale falling downslope on the project site or onto the rear part of the property at 200 Green St.

A large slope failure occurred on the northwest portion of the slope (beneath the eucalyptus tree) in the winter of 1979-80, when several cubic yards of material slid down the slope. This failure area has progressed southward with the passage of time. The quantities of recent failures have amounted to several cubic yards each, and at least two rock falls occurred in 1982. Although most of the rock falls in the area (on the steep sandstone slopes above Green St. and at the end of Calhoun Terrace) are outside the property boundaries, a large piece of sandstone fell from the overhanging rock knob in the southwestern part of the site in March, 1982.

A retention basin has been excavated on-site (at the mandate of the Department of Public Works) to prevent talus, which has fallen from the cliff, from sloughing onto the adjacent southern property./6/ Another remedial slope correction actions performed at that time was the construction of a small earthen berm on the downhill side of the retention basin to provide additional restraint of large boulders./7/

Although many of the Telegraph Hill quarry slopes have remained essentially stable over the last 80-100 years, other areas, including portions of the site, contain loose talus or adverse bedding which can be expected to continue to fail unless properly stabilized.

Surface rupture is not likely, because the site is not underlain by an active fault. Since the site is underlain by bedrock, liquefaction or subsidence would not occur./8/ The site is above the area that would be inundated by the 500-year tsunami runup./9/

NOTES - Geologic Considerations

/1/ Dames and Moore, Report, Foundation Investigation, Proposed 12-Story Office and Apartment Building, 1171 Sansome Street, San Francisco, California, May 28, 1982.

/2/ Dames and Moore, Remedial Measures for Slope Stabilization, 1171 Sansome Street, San Francisco, California, April 9, 1982.

/3/ URS/John Blume and Associates, San Francisco Seismic Safety Evaluation, June 1974.

/4/ The Richter Scale of magnitude is a logarithmic scale which rates earthquakes on the basis of the amount of energy released. An increase of one full point on the Richter Scale represents a 30-fold increase in the amount of energy released.

- /5/ Adverse bedding (layering of rock) occurs when the dip (or angle) of the bed (rock layer) is in the same direction as the exposed slope. This condition allows separate layers of material to slide or break along bedding planes (layer boundaries) which predisposes sites with these conditions to landsliding.

/6/ Talus is a collection of fallen disintegrated material which has formed a slope at the foot of a steeper declivity.

/7/ William Wood, Geologist, Dames & Moore, letter, March 31, 1983.

/8/ Liquefaction is the process by which a water-saturated solid material, such as sand, is transformed into a fluidlike state, such as quicksand.

/9/ Garcia, A.W. and J.R. Houston, 1975, Type 16 Flood Insurance Study. Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound, Technical Report H-75-17, Hydraulics Laboratory, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

E. ENERGY

As the project site is vacant, no energy is consumed. Electricity and natural gas service in the project area are provided by the Pacific Gas and Electric Company (PG&E). PG&E currently obtains its electric energy from oil, natural gas, nuclear, hydro-electric and geothermal sources. New demands for electricity in the PG&E service area of Northern California are anticipated to be met primarily from coal, nuclear and hydroelectric sources. Co-generation and additional geothermal power development are planned to supplement the existing supplies.

- Among the major new power plants expected by PG&E are the Diablo Canyon nuclear plant and the Helms Pumped Storage hydro-electric plant. PG&E expects cold-testing of Diablo Canyon to begin by the end of September, 1983. Pending reinstatement of its Low Power Test License, Diablo Canyon will be tested at five percent of capacity by the end of November, 1983; PG&E expects Diablo Canyon to begin full-scale commercial operation by March 30, 1984./1/

- PG&E does not currently operate any nuclear power plants. It purchases power from Sacramento Municipal Utility District's (SMUD) Rancho Seco nuclear generator and some nuclear-generated power may be purchased by the utility through its Pacific Northwest Intertie. PG&E anticipates increased purchases of electricity from other utilities, primarily hydroelectric and nuclear facilities in the Pacific Northwest, as available./2/ These surpluses are uncertain because of cancellation of two of the five Washington Public Power Supply System nuclear plants and long-term delays in two other plants because of serious financial problems. Increases in demand for power in the Pacific Northwest and fluctuation in available hydropower because of climatic variation could also affect supplies from the Pacific Northwest.
- The Helms Pumped Storage (hydroelectric) generator began testing in August, 1983. Unit 1 (375,000 kilowatts) is expected to begin commercial operation in mid-September, 1983. Units 2 and 3 (each 375,000 kilowatts) would begin operation a two- to three-week intervals; the project is expected to be fully operational by October 1, 1983. The Helms project would add to reserve margins and would reduce the need for purchases of peak-period power supplies from outside sources./3/
- PG&E would be able to supply full electrical service to the project without Diablo Canyon; however, projected costs would be higher and reserve margins would be lower than desired by the Utility./1/ Extreme peak demands for electricity systemwide, if combined with forced generator outages, could reduce reserve margins to negative, necessitating purchases of electricity from other utilities or short-term "brown-outs".

NOTES - Energy

- /1/ George Sarkisian, Public Relations Department, Pacific Gas and Electric Company, telephone conversation, July 22, 1983.
- /2/ Jim Davidson, Senior Civil Engineer, Pacific Gas and Electric Company, telephone conversation, May 21, 1982.
- /3/ Ron Rutkowski, Public Relations Department, Pacific Gas and Electric Company, telephone conversation, July 22, 1983.

IV. ENVIRONMENTAL IMPACT

Effects of the project in regard to land use; population, employment and housing; transportation and circulation (other than parking and transit); noise; air quality; utilities and public services; biology; water; hazards and cultural issues were determined to be insignificant after review of the Initial Study, and will not be discussed in the EIR. The Initial Study is reproduced in Appendix B, p. 85. Some of the impacts presented herein are not physical environmental effects as defined by the California Environmental Quality Act. They are included in the EIR for informational purposes only.

A. VISUAL QUALITY AND URBAN DESIGN

VISUAL QUALITY

The proposed project would be built on the eastern part of the property with its frontage on Sansome St. The cliffs in the western portion of the property would be preserved as open space. The proposed project would block views of the lower portion of the hill and quarried cliffs from pedestrian and elevated views directly across from the site and for a short distance along Sansome Street to the south. The cliff would be visible from Sansome St. at a point half-way between Green and Vallejo Sts. (to the south) (see Figure 16, p. 35). The cliff in the rear of the property is not visible beyond a short distance to the north on Sansome St. because of the protruding topography of Telegraph Hill north of the site. Immediately north of the site, the 16-ft. lateral space between the proposed project and the Lower Calhoun Terraces would afford some visibility of the cliff. The proposed project would obstruct long-range views of the cliff area just north of the site from the Embarcadero office buildings (see Figure 10, p. 21 and Figure 16a, p. 35a), but the preserved cliff on the western part of the project site would be visible. The project would obstruct views of the lower cliff in the western part of the project site from the Bay Bridge and points on the Bay; the upper portion of this part of the cliff would be obstructed from these points. The site is not visible from long-range views to the north because of the aforementioned protruding cliff topography (see Figure 16b, p. 35b).

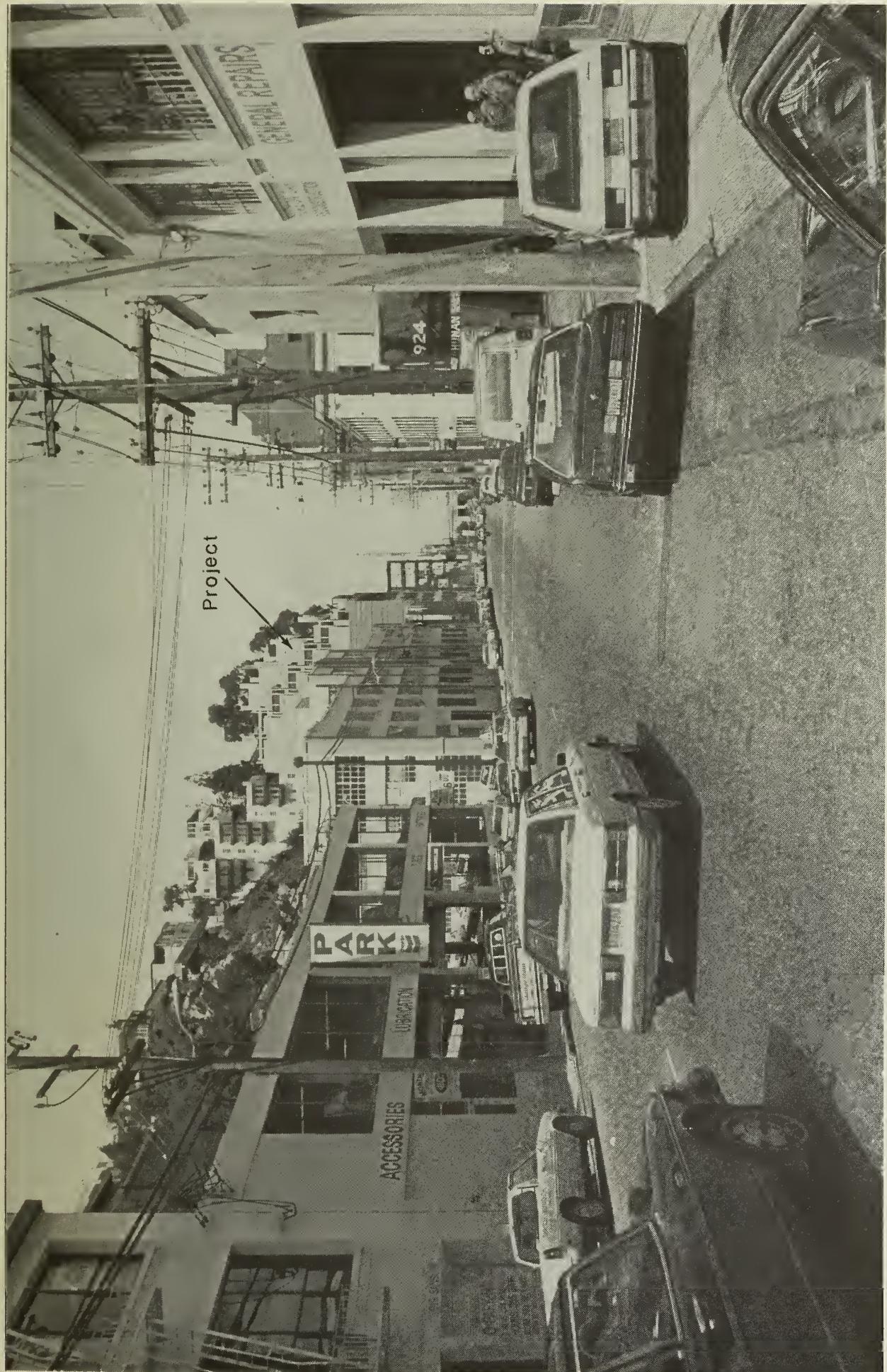


FIGURE 16: PHOTOMONTAGE OF THE PROJECT FROM SANSOME STREET LOOKING NORTHWEST

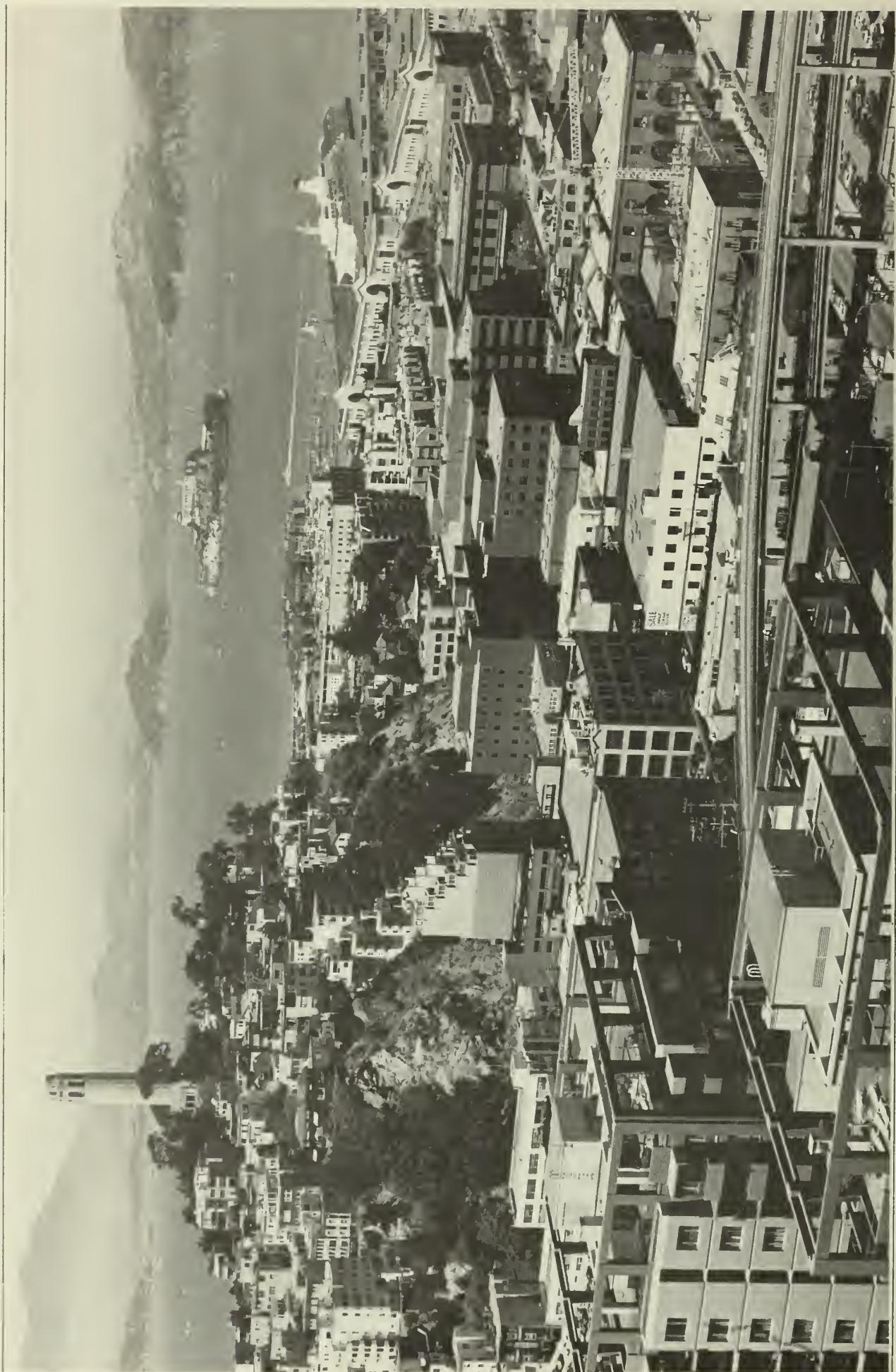
NOTE
SEE FIGURE 10 FOR PROJECT LOCATION

SOURCE
TAI ASSOCIATES/ARCHITECTS

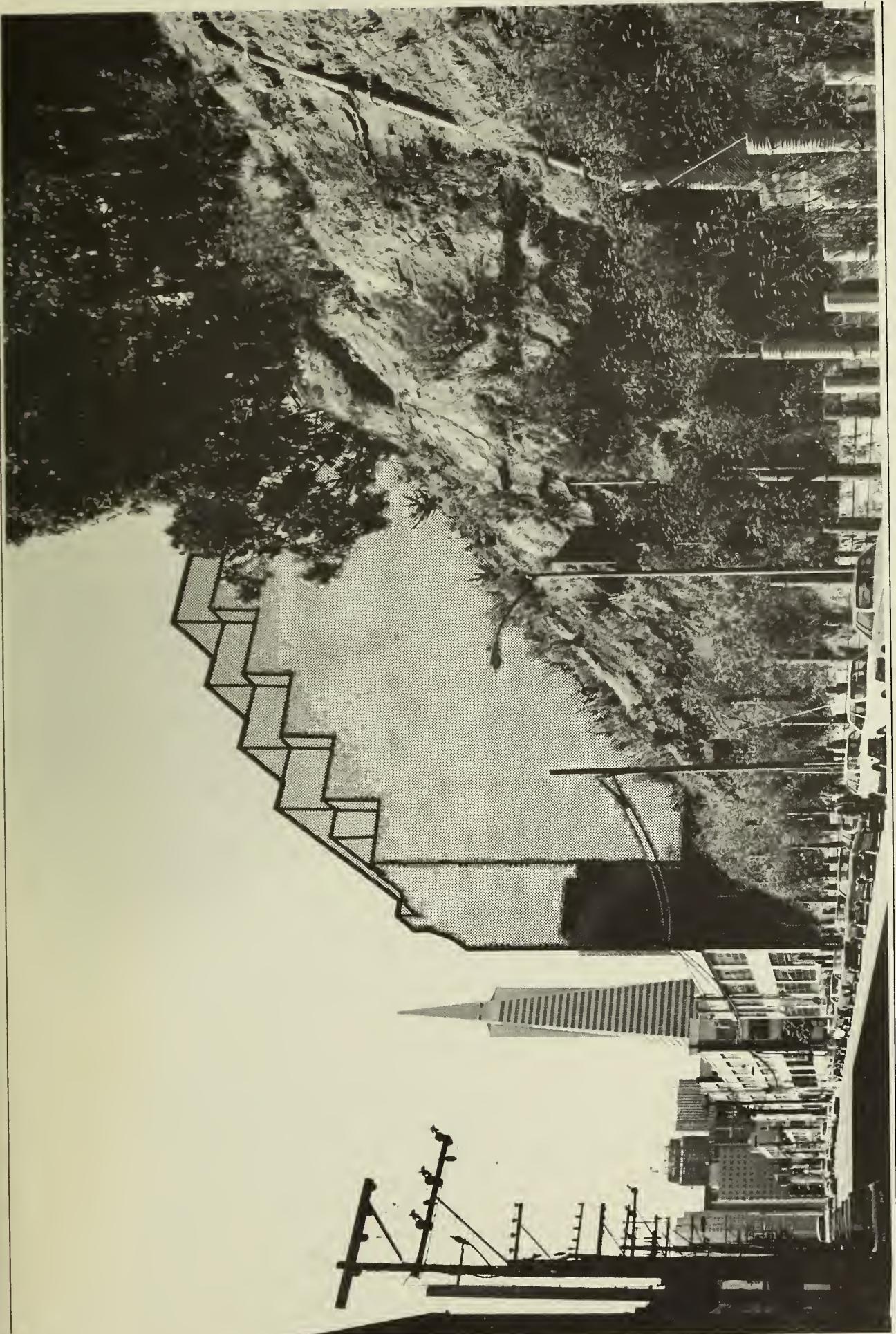
● FIGURE 16a: PHOTOMONTAGE OF THE PROJECT LOOKING NORTHWEST
FROM AN EMBARCADERO OFFICE BUILDING

PROJECT

SOURCE
GERALD RATT



• FIGURE 16b: BUILDING OUTLINE MONTAGE OF PROJECT FROM SANSOME AND UNION STREETS



SOURCE
GERALD RATTO AND ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

The proposed building would be visible from short range views south along Sansome St. (see Figure 18b, 38b). The upper and front portions of the building would be visible from north views along Sansome St. (see Figure 18a, p. 38a); the rear portion would be concealed by the protruding topography of Telegraph Hill north of the site. The proposed building would be visible from long range views such as the Bay Bridge, boats on the water, the Embarcadero Office Building and the Embarcadero Freeway (see Figure 17, p. 37 and Figure 18c, p. 38c).

The proposed project would be located southeast of the Lower Calhoun Terraces. The project would reach just slightly above the roof of the lowest residential multi-unit (lowest of three major building set backs) of this building (see Figures 3, 6 and 7, pp. 9, 13 and 14). Views to the southeast from the unit above the two lowest Calhoun Terrace Apartments would be obstructed almost as much as that of the lower units by the penthouse level of the project. However, since this level steps in on the east about 20 feet, view loss would be reduced accordingly. The unit just above this one (these two units make up the second step of the three steps of calhoun Terrace) would have views interrupted by the arbor arches atop the penthouse. The largest of these is about 50 feet long in the arch. The others are about 18 feet long. The arbors are six to eight inches thick. Southern and southeastern views from the southern units on this level would be blocked; eastern views would not be altered (see Figures 18d and 18e, pp. 38d and 38e). The proposed project would be visible from residences above the lowest set back, but would not obstruct their views.

The west facade of the proposed building would have balconies and terraces above the fifth floor. Since the proposed project is separated from the Lower Calhoun Terraces by less than 16 ft. (because of the terrace extensions on these units), the proximity of the balconies might infringe on the privacy of Lower Calhoun Terrace occupants. The project's west-facing windows may also result in some reduction of privacy of the established residents, especially in the two lower levels.

The rooftop and back of the proposed project as well as the rear balconies and terraces on the rear wall would be visible from Upper Calhoun Terrace. Long distance views from this point would not be affected (see Figure 18, p. 38).

- The project would be built immediately adjacent to the north wall of the two-story Giusti Building which has lot line windows. These windows, which are not legal under the San Francisco Building Code, would be blocked by the proposed project.

The proposed preventive maintenance of the cliff for the protection of the structure and its inhabitants would have no visual impact (see p. 51 for a discussion of this process).

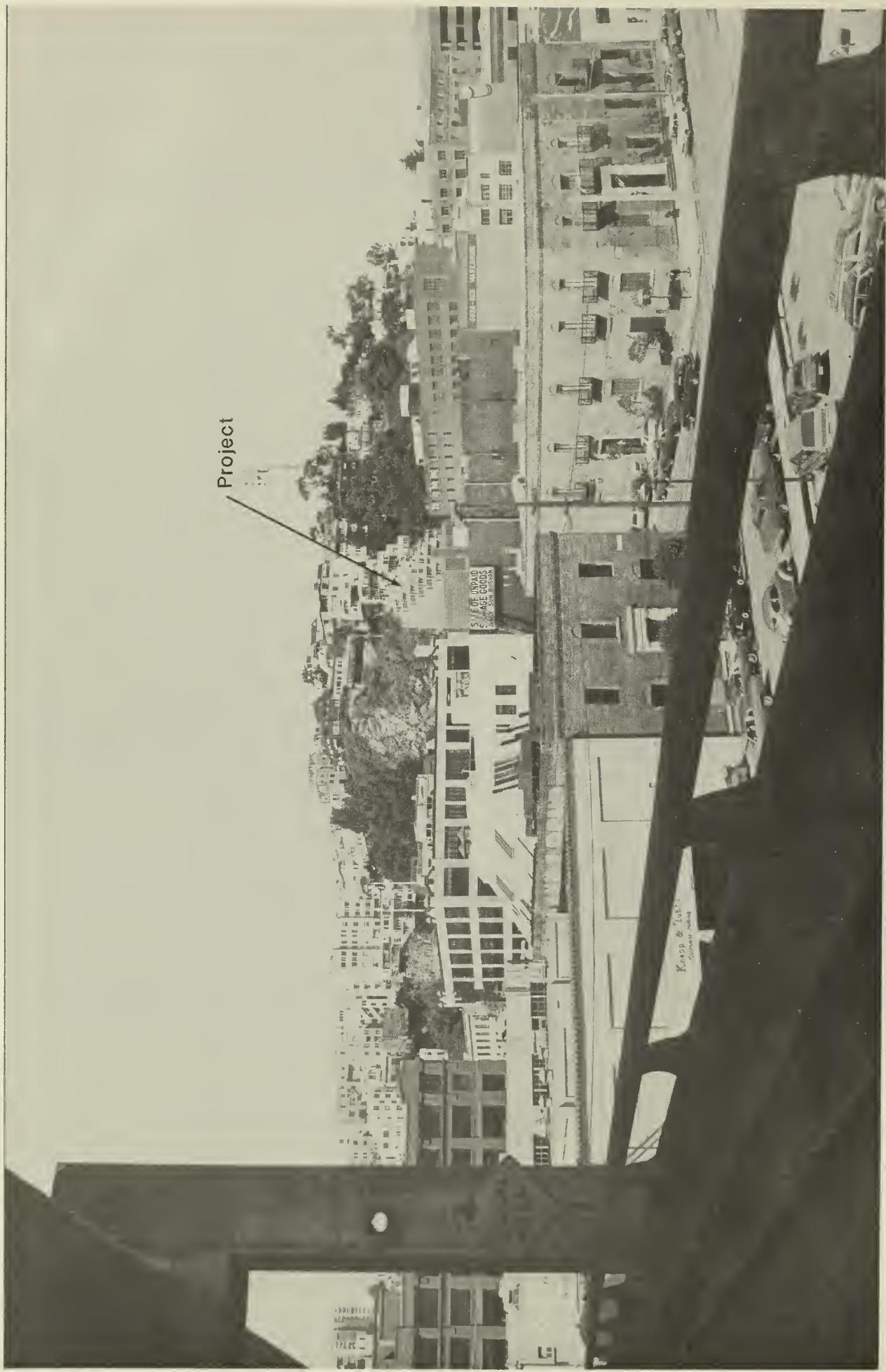


FIGURE 17: PHOTOMONTAGE OF THE PROJECT FROM THE
EMBARCADERO FREEWAY LOOKING WEST

NOTE
SEE FIGURE 10 FOR PROJECT LOCATION
SOURCE
TAI ASSOCIATES/ARCHITECTS



↑ Project

FIGURE 18: PHOTOMONTAGE OF THE PROJECT FROM CALHOUN TERRACE LOOKING EAST

NOTE

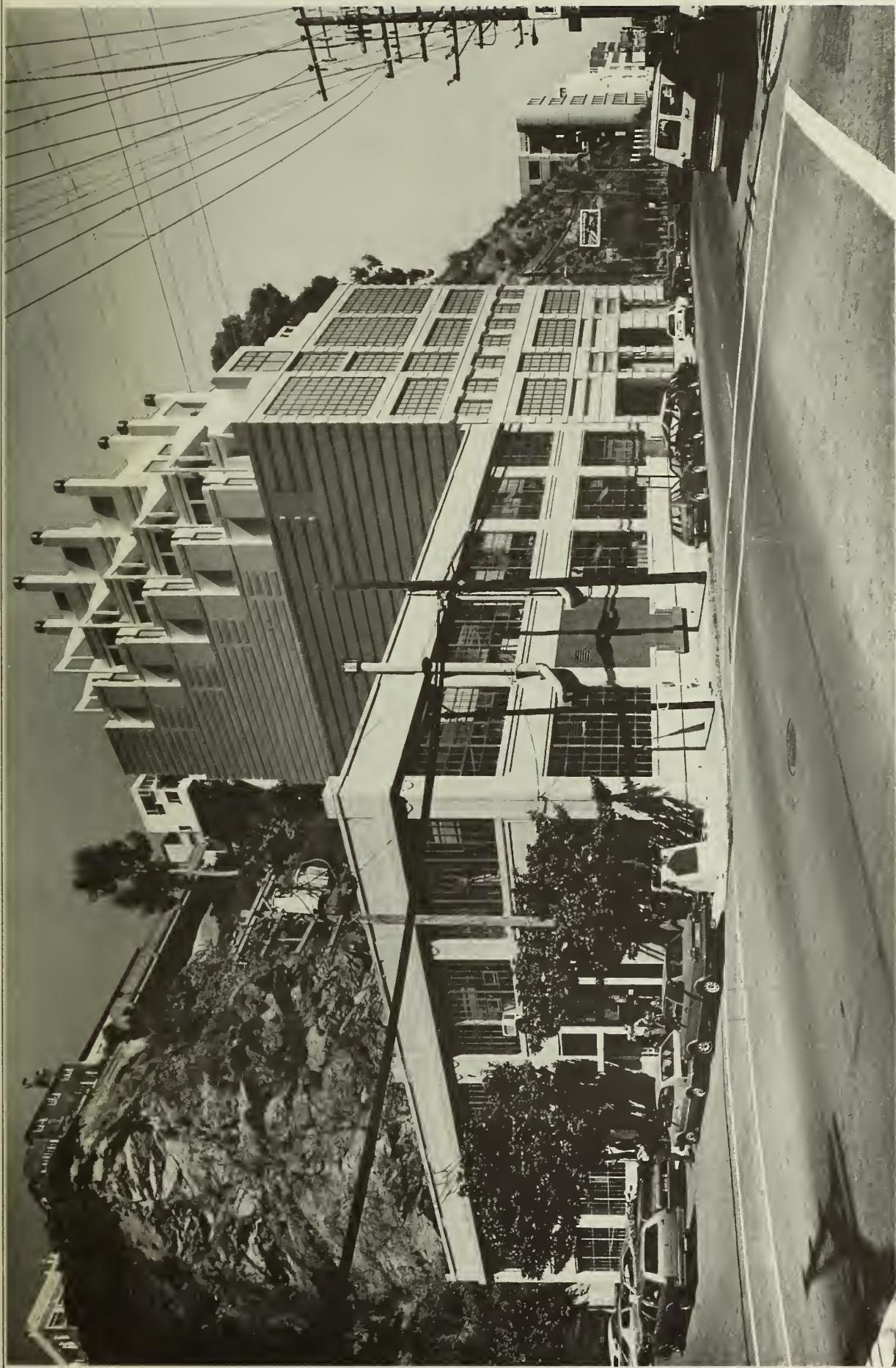
SEE FIGURE 10 FOR PROJECT LOCATION

SOURCE

TAI ASSOCIATES/ARCHITECTS



● FIGURE 18a: PHOTOMONTAGE OF PROJECT LOOKING WEST ACROSS SANSOME STREET



● FIGURE 18b: PHOTOMONTAGE OF THE PROJECT
FROM GREEN AND SANSOME STREETS

SOURCE
GERALD RATTO



• FIGURE 18c: BUILDING OUTLINE MONTAGE OF THE PROJECT FROM THE EMBARCADERO AND GREEN STREET

SOURCE
GERALD RATTO AND ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



● FIGURE 18d: PHOTOMONTAGE OF VIEW TO THE EAST WITH PROJECT FROM 38 LOWER CALHOUN TERRACE RESIDENCE



● FIGURE 18e: VIEW TO THE SOUTH WITH THE PROJECT
FROM 38 LOWER CALHOUN TERRACE RESIDENCE

SOURCE
GERALD RATTO

URBAN DESIGN

The proposed building can be divided into two visually distinct parts, the design of which would reflect their different functions and settings (see Figure 3, p. 9). The seven lower floors of parking and office space are designed with the intent of blending with the surrounding buildings of the northern waterfront. The upper series of terraced residential floors are designed with the intent of blending with the buildings on the eastern slope of Telegraph Hill. The project would incorporate these two designs by a sharing of some common architectural elements, but would exhibit textural and stylistic differences emphasizing each part's distinct function and setting. The building would be designed with the intent of providing vertical integration between the distinctly different architectural styles of the Northern Waterfront and Telegraph Hill. A Certificate of Appropriateness, necessary before construction could begin, would be issued only if the Planning Commission finds that the project is architecturally compatible with the character of the Northeast Waterfront Historic District.

The exterior of the project would be reinforced concrete of a light color similar to buildings on the west side of Sansome St. The project would have small pane fenestration on its east-facing facade, similar to surrounding buildings. The curved parapet roofline on top of the Sansome St. facade reflects the arch motifs found on many brick buildings on the eastern side of Sansome St. Although many similar architectural elements such as small windows would be used, the overall arrangement of the windows (asymmetrical and flush) would be modern in appearance and unique to the area. The south facade of the building would have one recessed window per residential level. The north facade would not have windows. This low ratio of windows to wall space would contrast with the adjacent Giusti Building and other similar warehouse buildings on the west side of Sansome St., but would be similar to buildings on the east side of Sansome St., such as the Ice House. The smooth-faced side masonry would be highlighted by horizontal belt courses (a flat, horizontal projection making a division in the wall plane). This striping would provide visual diversity and be a decorative element common to other buildings in the area.

The upper five floors of residential condominiums were designed to step back up the hill to follow the topography of Telegraph Hill and reduce the building mass along Sansome St.

A series of concrete chimneys, window overhangs, terrace setbacks and an elevated penthouse would be the dominant architectural features in the upper part of the building. The building terraces would have planter boxes and balconies. Two or three street trees would be incorporated into the project design, as appropriate.

- Cumulative hillside development, both atop Telegraph Hill and along Sansome and Lombard Streets at the base of the hill, would tend to obscure the cliffs. The cumulative effect of the project, 1299 Sansome Street and 101 Lombard Street would be to reduce the physical and visual presence of the cliffs. New developments tend to block portions of the base of the cliffs entirely and partially obstruct views of upper portions of the cliff from certain viewpoints. Previous developments atop Telegraph Hill (e.g., Calhoun Terrace) have had a similar effect.

Table 1, p. 40 presents the urban design policies applicable to the proposed project and discusses the project's relation to these policies.

TABLE 1: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT

URBAN DESIGN

A. CITY PATTERN

Objective 1

1. Policy 1. "Recognize and protect major views in the city, with particular attention to those of open space and water." (p. 10)

Views of the Bay from Upper and Lower Calhoun Terrace looking directly east would not be obstructed. The cliffs would be obstructed from views at street level for a short distance south and east from Sansome Street; views of the upper portion of the cliff would be preserved. Long distance views of the cliffs would be partially obstructed from the Bay Bridge, the Bay and the Embarcadero office buildings and Embarcadero Freeway.

2. Policy 4. "Protect and promote large-scale landscaping and open space that define districts and topography." (p. 10)

The proposed project, although partially obstructing the view of Telegraph Hill from street and elevated levels, would preserve the upper portion of the cliffs as open space which defines a district.

B. POLICIES FOR CONSERVATION

Objective 2

3. Policy 1. "Preserve in their natural state the few remaining areas that have not been developed by man." (p. 24)

A portion of the cliff slope (east section) would be developed, while the upper cliffs (west section) would be left in their natural state.

4. Policy 6. "Respect the character of older development nearby in the design of new buildings." (p. 25)

By using traditional northern waterfront building elements, such as similar sized window bays and rustication, the project would be complimentary to the older buildings in this district, while not duplicating their style. The project is most similar to the other concrete buildings along the west side of Sansome St. The project would not repeat the window symmetry of surrounding street level buildings, nor would its windows be recessed and encased by broad moldings. The exterior shows clearly defined and ordered elements whose total design is modern in style. It is intended that the upper level set-backs would provide a transition between the mid-rise warehouse offices of the Northern Waterfront District and the low-rise residences stepping down the slope of Telegraph Hill.

TABLE I: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT
(Continued)

5. Policy 7. "Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character." Telegraph Hill (p. 25 and 26) The project would be taller than the "low small-scale buildings" characterizing the area. It would cumulatively contribute to obstruction of Telegraph Hill.

C. POLICIES FOR MAJOR NEW DEVELOPMENT
Objective 3

6. Policy 1. "Promote harmony in the visual relationships and transitions between new and older buildings." (p. 36) See Item 4 above. According to the Urban Design Plan, buildings should be sympathetic to the scale, form and proportion of adjacent development. The curved parapet roofline would repeat the elliptical arches found in some brick buildings in the site vicinity such as the Ice House. This use of a common element would be intended to achieve harmony between the project and older buildings.

7. Policy 2. "Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance." (p. 36) The color of the building, while still undetermined, would be light and would blend in with the color of surrounding concrete warehouses and wooden residences. The shape of the arched parapet roofline would be a distinct feature on Sansome St.

8. Policy 5. "Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development." (p. 36) See items 1 and 2 above. From Sansome St., the facade of 1171 Sansome St. would appear to be the same height as the Ice House, Levi's Plaza and other buildings in the area, although it would be smaller in overall bulk. The project would be taller, however, than most buildings in the area and would not be consistent with this policy as it recommends that buildings of small scale should occur at the base of hills; it also recommends that where hills are capped by open spaces and where existing hilltop development is low and small-scaled, new buildings should remain low in order to conserve the natural shape of the hill and maintain views to and from the open space.

TABLE I: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT
(Continued)

9. Policy 6. "Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction." (p. 36)

See items 4, 5, 6 and 7 above. The terraced upper-floor setbacks are designed to reduce the apparent bulk and scale of the project. The maximum horizontal dimensions would be comparable to nearby structures in the Northern Waterfront District, but the project would be lesser in bulk than older low-rise buildings. The visual mass of the project is also lessened by distributing bulk towards the bottom.

NORTHEASTERN WATERFRONT PLAN

A. BASE OF TELEGRAPH HILL Objective 3

1. Policy 1. "Consistent with policies 2 and 3 encourage development of uses which would strengthen the area's predominant uses of professional and general offices and design-related activities." (p. 30)

2. Policy 2. "Encourage the development of residential uses as a major use in this area. Such use should be especially encouraged immediately adjacent to Telegraph Hill and at the upper levels of commercial development." (p. 29)

3. Policy 4. "Develop the area to a lesser intensity of activity than the adjacent downtown and Fisherman's Wharf areas in order to provide a relief in intensity from those areas." (p. 29)

The project would provide about 29,355 gross sq ft. of office space for professional and general offices.

The project would provide about 22,445 gross sq ft. of residential use on its upper five floors.

The FAR of the Northern Waterfront SUD and RH-3 zoning district is much more restrictive than the C-3-O Downtown Office district. The proposed office and residential uses are less intensive than the retail and restaurant uses at Fisherman's Wharf.

TABLE I: RELATIONSHIP BETWEEN APPLICABLE POLICIES OF THE SAN FRANCISCO COMPREHENSIVE PLAN AND THE PROPOSED PROJECT
(Continued)

4. Policy 5. "Minimize the intensity of automobile activity and discourage or prohibit uses which rely heavily on the automobile for their success, generate automobile traffic and require large amounts of parking. Strictly limit parking developed with new uses." (p. 30)

Parking surveys from Tai Associates/Architects indicate that about 20% of the employees would use automobiles; the remainder would use some form of public transportation. The project would provide fewer than the required number of parking spaces.

SOURCE: Department of City Planning, Urban Design Element and Northeastern Waterfront Plan, Comprehensive Plan.
Environmental Science Associates, Inc.

NOTES - Visual Quality and Urban Design

/1/ Rustication indicates a building with a rough masonry face which has been smoothed along the edges.

B. PARKING AND TRANSIT

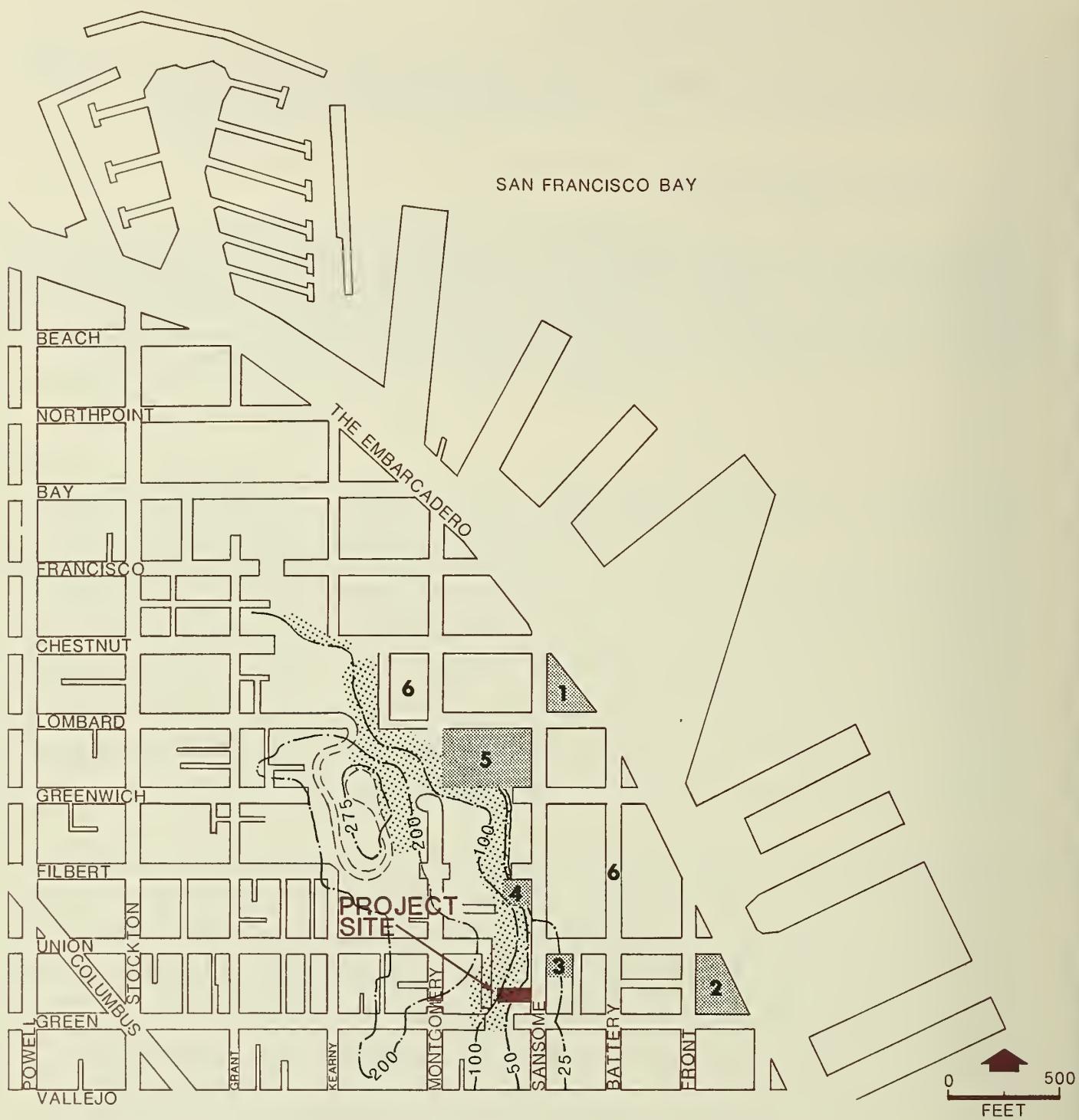
Project-generated transportation impacts on vehicular travel and regional transit carriers' routes have been analyzed in the Initial Study (Appendix B, p. 85). The findings of the Initial Study were such that all transportation impacts except localized parking and transit (Muni) were focused out of the analysis.

TRAVEL DEMAND ANALYSIS

An estimate of the amount of travel associated with the proposed project has been forecast through an aggregate travel demand modeling process using a generation/distribution/assignment model in which the project has been treated as an attractor/generator of work and non-work related travel in proportion to the number of sq. ft. of net new office space and the number of dwelling units. Travel was distributed to available modes using modal split data specified by the Department of City Planning and a survey of Tai Associates employees conducted by Environmental Science Associates in October 1982 (see Appendix B, p. 85 - p. 11 and Table 1 of the Initial Study)./1/

The travel from the office portion of the project has been assumed to occur at the rate of 17.5 total (57% work and 43% non-work) person trip ends (pte) per 1,000 net sq. ft. of new office space. Travel from the residential portion of the project would occur at the rate of 9 total pte per weekday per dwelling unit. The project would generate approximately 550 person trip-ends per weekday./2/ The peak hour of project generation was assumed to occur during the peak period of 4:00 to 6:00 p.m. on weekdays, during which 20% of the daily (24-hour) office travel and 10% of the daily residential travel were assumed to occur. The project would generate about 100 person trip ends during the p.m. peak hour.

Within the project vicinity, there are 437,000 gross sq. ft. of new office space, 6,500 gross sq. ft. of new retail space and 360 new residential dwelling units proposed, approved or under construction (exclusive of this project) (see Figure 19). Table A-2, p. 81, in Appendix A



LEGEND

1 ROUNDHOUSE	4 1299 SANSOME	[Shaded square] AREAS OF STEEPEST SLOPE
2 EMBARCADERO TERRACES	5 101 LOMBARD	
3 ICE HOUSE BUILDING	6 LEVI'S PLAZA	

shows the projects included as cumulative development in the project vicinity. The cumulative development (exclusive of the project) would generate approximately 1,600 person trip ends during the weekday p.m. peak hour.

Project peak-hour travel by mode for the project and other developments in the project area is shown in Table 2. The modal assignments have been made assuming existing travel patterns and do not attempt to predict any modal shift.

TABLE 2: PROJECTED* PEAK-HOUR PERSON-TRIPS BY TRAVEL MODE

Modal Type	Projects** under Construction, Approved and Under Formal Review		1171 Sansome***		Total	
	Office & Retail	Residential	Office & Retail	Residential	Office & Retail	Residential
Auto	410	40	19	2	430	40
Muni	320	185	30	6	350	190
BART	220	15	13	-	235	15
AC	100	-	13	-	115	-
SamTrans	15	-	2	-	15	-
SPRR	55	5	2	-	55	5
GGT	50	-	4	-	55	-
Ferry	10	-	-	-	10	-
Other	80	95	2	3	80	100
Total	1,260	340	85	12	1,345	350

* Projected based on distribution shown in Table A-1, Appendix A, p. 80. Residential modal splits are from 333 Bush St. FEIR, Table E-3, Appendix E.

** Individual developments are listed in Table A-2, Appendix A, p. 81.

*** Projected based on survey of Tai Associates employees (October, 1982) (see Appendix B, p. 85 - Initial Study pp. 11 and 12).

SOURCE: Environmental Science Associates, Inc.

PARKING

Parking conditions in the project vicinity have been analyzed on the basis of long-term and short-term parking demand that might be expected to compete for parking in the

TABLE 3: PROJECTED OFFICE PARKING DEMAND

	<u>Buildings*</u> <u>Inside Survey Area</u>	<u>1171 Sansome</u>	<u>Total Inside Survey Area</u>	<u>Buildings**</u> <u>Outside Survey Area</u>	<u>Grand Total</u>
● Long-Term Demand (Gross)	425	29	454	N/A	N/A
No. of on-site Parking Spaces	117	16	133	N/A	N/A
Net Long-Term Demand	308	13	321	155	476
Net Short-Term Demand	42	3	45	17	62
Total Parking Demand	350	16	366	172	538

* Individual buildings inside the survey area are listed in Table A-2, Appendix A, p. 81. Survey area boundaries are shown on Figure 14, p. 27.

** Individual buildings outside the project area that would compete for parking in the project area are listed in Table A-3, Appendix A, p. 82.

SOURCE: Environmental Science Associates, Inc.

- general project area (see Figure 14 for the project vicinity boundary). Both long-term and short-term parkers from the cumulative development in the project area were assumed to park in this area. Cumulative net parking demand (long-term and short-term) from the proposed developments in the project area is projected to be 370 spaces, as shown in Table 3. Assuming removal of parking spaces in the Embarcadero Terraces site, the 370 parking spaces remaining in the project vicinity would be approximately equivalent to the cumulative total demand from the proposed development in the site area.

It is possible that there may be competing parking demand from development outside of the project area (Financial District office buildings). Cumulative development outside the site vicinity was assumed to generate parking demand that would compete for parking in the project area in proportion to the distance from the project site.

- Total parking demand (long-term and short-term) from buildings outside the project vicinity is projected to be 170 spaces. Table 3 shows the long-term and short-term components of the parking demand for buildings both inside and outside the project area, including the project. Thus, the total demand would be 540 spaces. The project demand would be about 32 spaces (worst case) and would represent about 4% of the total demand. The present surplus of 370 parking spaces in the site vicinity would be inadequate to meet the cumulative total demand from the proposed buildings inside and outside the project area.
- The project would provide 30 (32 if tandem parking is used) total off-street parking spaces, 14 of which would be for the exclusive use of residents in the proposed dwelling units and 16 (18 if tandem parking is used) would be for office use. The parking provision for residential use would meet the City Planning Code requirement of one space for each dwelling unit. The project would provide 16 of the 41 spaces required by the City Planning Code for office use. The project sponsor would apply for a parking variance from the Zoning Administrator.

TRANSIT (MUNI)

An analysis was made of the cumulative Muni impacts due to development in the project vicinity. The analysis considered only the lines that serve the project site, and not the entire Muni system. The project vicinity is physically separated from the downtown (C-3 District) by topographic constraints and geographic distance. Only two Muni routes operate in the site vicinity. These routes are used not only by City residents but also by commuters who use regional transit routes and transfer to Muni. As a "worst case", this analysis assumes no expansion in the Muni system and the results are not dependent on increased City, State, or Federal funding. If existing City, State, or Federal funding were to decrease, operating conditions on the Muni would be expected to deteriorate. Conversely, if funding were to increase over existing levels, operating conditions would be expected to improve.

Table 4 shows projected ridership (including transfer to/from BART, SPRR, AC Transit and SamTrans) for the existing plus cumulative condition, which includes the 437,000 gross sq. ft. of net new cumulative office development, the 6,500 gross sq. ft. of net new retail development,

TABLE 4: EXISTING AND PROJECTED MUNI LOAD FACTORS IN PROJECT VICINITY DURING P.M. PEAK HOUR

Line No.	Check Point*	Capacity**	Existing		Future w/o Project		Project		Future w/ Project	
			Riders	L.F.***	Riders	L.F.	Riders	L.F.	Riders	L.F.
32	1	240	60	0.25	70	0.29	0	0	70	0.29
32	2	240	70	0.29	110	0.46	3	0.01	113	0.47
32	3	360	205	0.57	210	0.58	0	0	210	0.58
32	4	360	285	0.79	350	0.97	5	0.01	355	0.99
42	1	360	245	0.68	400	1.11	5	0.01	405	1.12
42	2	360	250	0.69	285	0.79	3	0.01	288	0.80
42	3	720	80	0.11	115	0.16	1	0	116	0.16
42	4	790	200	0.25	775	0.98	51	0.06	826	1.04

* Checkpoints No. 1 and 3 are stops before the buses enter the survey area. Checkpoints No. 2 and 4 are stops after the buses leave the project vicinity (Figure 15 shows the locations of the checkpoints).

** Vehicular Capacities have been based on the following:

Muni Vehicles	Maximum Seats	Recommended Standee	Recommended Total
General Motors	48	24	72
American Motors	40	20	60

Muni capacity verified with Charles Romeyn, Supervisor of Scheduling, Muni Scheduling Department.

*** L.F. stands for Load Factor which is calculated by dividing riders by capacity.

SOURCE: Environmental Science Associates, based on data collected January 13, and 20, 1983; San Francisco Municipal Railway, Five-Year Plan, 1982-1987.

and the 360 dwelling units of net new residential development. Ridership from the project and load factors based upon existing capacity are also shown in Table 4. A load factor of 1.00 is equivalent to 100% use of recommended maximum capacity.

The project would generate approximately 70 p.m. peak-hour Muni trips (including transfers). Sixty of these trips would be directed away from the project area and 10 would be directed into the area. The increase due to the project during the p.m. peak hour would represent about 6% of the increase in demand from cumulative development in the project area.

Under the future without the project (existing plus cumulative) conditions, both the 32-Embarcadero and 42-Downtown Loop would operate near capacity in the southbound direction leaving the project vicinity (load factor of 0.97 and 0.98 respectively). The 42-Downtown Loop in the northbound direction, entering the survey area, (load factor of 1.11) would exceed capacity. These conditions are shown in Table 4 in the future without project column under existing capacity load factors, where load factors approach or exceed 1.00. The project ridership would cause the operation of the 42-Downtown Loop in the southbound direction, leaving the survey area, to exceed capacity (load factor of 1.04). Addition of the project ridership to the existing plus cumulative ridership at the other three checkpoints would not cause operating conditions to exceed capacity for those lines not currently exceeding capacity.

As cumulative demand increases, the length of time of peak loadings would increase, spreading peak-of-the-peak conditions over time as transit capacity would permit. Muni plans to increase system wide capacity by 19% by 1987./3/ Once the proposed capacity becomes available, operating conditions in the project area would be expected to improve. However, Muni has not projected capacity increases on an individual route basis. Lacking this information, analysis of future conditions cannot be accurately made. However, if the assumption is made that the 19% increase would be applied uniformly to all routes, then with the future capacity, operating conditions at the checkpoints would be in acceptable conditions for the "future with project case" as indicated by load factors not exceeding 1.19. Additionally, the Peak Period Service Improvement Plan would increase capacity on the 42 Downtown Loop by 110 passengers per hour during the p.m. peak hour./4/

The project would generate revenues of \$6,400 to Muni, while costs for Muni service are projected to be \$17,500 (the cost/revenue analysis is on file at the Office of Environmental Review, 450 McAllister St., 5th Floor).

NOTES - Parking and Transit

/1/ The regional distribution, office trip generation, trip purpose and peak hour percentage are from Attachment 1 of the Guidelines for Environmental Impact Review, Transportation Impacts, Department of City Planning, October 1980; the modal split

assignment is from Attachment 2. This material was supplemented by survey data collected by Environmental Science Associates, Inc. Residential trip generation is from Report on Trip End Generation Research Counts (Vol. 1-12) CalTrans District 4, 1966-1980. Retail trip generation is from Trip Generation, Institute of Transportation Engineers (ITE), 1979. Rates have been adjusted from vehicle trip ends to person trip ends based upon an assumed vehicle occupancy of 1.4 persons per vehicle.

/2/ 30,000 gross sq. ft. of office space X 80% (efficiency) X 0.0175 person trip ends (pte) per day/net sq. ft. + 14 dwelling units X 9 pte per day/dwelling units = 550 pte per day. (Efficiency converts gross square footage to net square footage.)

/3/ Muni projections from Municipal Railway Fleet Rehabilitation and Replacement Plan, San Francisco Public Utilities Commission, May 1982.

- /4/ Peak Period Service Improvement Plan, San Francisco Utilities Commission, adopted July 13, 1982.

C. GEOLOGIC CONSIDERATIONS

The bottom floor of the proposed structure would be at approximately the elevation of Sansome St. To obtain this floor level, the slope would be excavated to a depth of about 45 ft. (from the existing ground surface) at the southwest corner and to about 80 ft. at the northwest corner of the site (see Figure 6, p. 13). At an average excavation depth of approximately 30 ft., about 7,000 cu. yds. of material would be removed from the site. Large, high capacity digging and excavating equipment would be used to excavate the site. Drilling and splitting may be necessary at the faces of the excavation to control rock breakage.

Improper excavation could affect the stability of adjacent property and structures. The project sponsor proposes to stabilize the walls of the excavated area with tieback anchors, wire mesh and rock bolts, or soldier beams, dependent on talus, bedrock and bedding characteristics found in various parts of the area to be excavated./1/ Shoring for the talus area would have to provide support over the entire cut face to prevent loss of material that could destabilize the slope above. Such shoring would also prevent rockfalls into the excavation pit, and subsequent hazards to workers and surrounding structures. Because the ground floor of the existing building immediately south of the site is higher than the excavation level proposed for the project, underpinning of the north wall and columns of the existing structure might be necessary.

Groundwater levels at the site are not known; however, because of the bedding angles of rocks on the site, and the depth of excavation proposed, it is possible that groundwater

could seep into the excavation pit and affect foundations of the project. Excavation area shoring and foundation drainage would be designed to accommodate and mitigate the potential seepage, if necessary (see Section V. Mitigation Measures, p. 61).

Landsliding from the upper (western) portions of the site could damage the proposed structure during construction and present a hazard to workers as well as to tenants after occupancy.

Four measures to prevent damage to the structure and its inhabitants were considered by the project sponsor. The selected method would entail periodic scaling (or scraping) of loose material from the cliff, periodic clearing of the existing retention basin and maintenance of the existing earthen berm on the downhill side of the retention basin. Two other methods considered involved 1) maintenance and periodic clearing of the existing retention basin only; and 2) placement of cable-reinforced wire mesh and rock bolts covered with gunite and planter boxes along the western one-third of the site and through the adjacent City right-of-way for Calhoun Terrace north of the site and the steep, rocky slopes immediately south of the site (this second measure would have to extend beyond the project site boundaries to be effective).^{/2, 3/} Scaling of loose material and pinning (securely fastening) large boulders and unstable areas were also proposed as part of this latter method. A talus buffer would have been constructed against the

- retaining and building walls of 200 Green St. (Giusti Building) to protect against impact from large boulders that could break loose from the rock face above.^{/4/} The third method included scaling of loose material from the cliff and excavation of a series of retaining walls stepping down the slope; planter boxes would have been incorporated into the cliff wall.

These three options were rejected because of a combination of cost, visual, hazard and effectiveness considerations.

None of the rejected methods would improve slope stability. The two latter methods would only correct surficial slope weaknesses temporarily. Areas of weakness could have no surficial expression and hence would not receive preventive or corrective treatment or stresses could be redistributed along the face of the cliff./5, 6/

The selected method of geologic preventive maintenance would not improve slope stability either, but it would reduce the likelihood of rockfall on the site by periodic scaling of excess material from the cliff face and would contain landslides up to the capacity of the retention basin. The earthen berm, on the downhill side of the retention basin, would provide additional restraint to large boulders. The greatest hazard from slope preventive maintenance operations to the building and its occupants would be during

- initial and maintenance scaling. Preventive maintenance would also reduce the risk of rocks falling onto the rear area of the Giusti Building from upper portions of the project site; there is no risk of rocks from the site falling on adjacent property to the north because the site topography channels falling materials southward.

Landsliding or rockfalls from the steeper slopes on the western part of the site would be the most probable seismically induced hazards to affect the site. The risk to the building occupants from landslides or rockfalls would be minimal because the chance of a slide hitting the structure is remote and the building would be constructed of heavily reinforced concrete which is designed to withstand the possibility of rockfall. It is not possible to

- predict which slopes on Telegraph Hill would fail in an earthquake; however, proper retention could prevent damage to the proposed structure from such an occurrence. Weak ground shaking, expected on the site, could also cause some minor damage (i.e., cracks in walls, fall of some unattached objects) to the structure./7/

NOTES - Soils and Geology

/1/ Dames and Moore, Report, Foundation Investigation, Proposed 12-Story Office and Apartment Building, 1171 Sansome Street, San Francisco, California, May 28, 1982. This report is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St.

/2/ Dames and Moore, Remedial Measures for Slope Stabilization, 1171 Sansome Street, San Francisco, California, April 9, 1982. This report is available for public review at the Department of City Planning, Office of Environmental Review, 450 McAllister St.

/3/ Gunite is a mixture of cement, sand and water applied to a surface under hydraulic pressure (in this case to prevent weathering and residual falling of soil and rocks from the slope).

/4/ A talus buffer is a berm composed of talus (fallen rock debris).

/5/ William Wood, Geologist, Dames & Moore, letter, March 31, 1983.

/6/ William Wood, Geologist, Dames & Moore, conversation, April 22, 1983.

/7/ "Weak" groundshaking is the lowest level of shaking on the San Francisco Intensity Scale, which rates the effects of groundshaking on a scale of five (including weak, strong, very strong, violent, and very violent).

D. ENERGY

Energy would be required for excavation and the removal of debris to a disposal site. A projected 50 billion Btu at-source would be required during construction./1, 2/ This is the equivalent of about 8,550 barrels of oil (bbl/oil) and includes energy required for fabrication and distribution of materials, as well as direct energy consumption. Direct energy consumption at the site would represent approximately 17% of total construction energy use. A projected 8.5 billion Btu at-source (1,450 bbl/oil equivalent) would be consumed for site excavation, transportation of materials, and building construction, including on-site consumption of both gasoline and electricity.

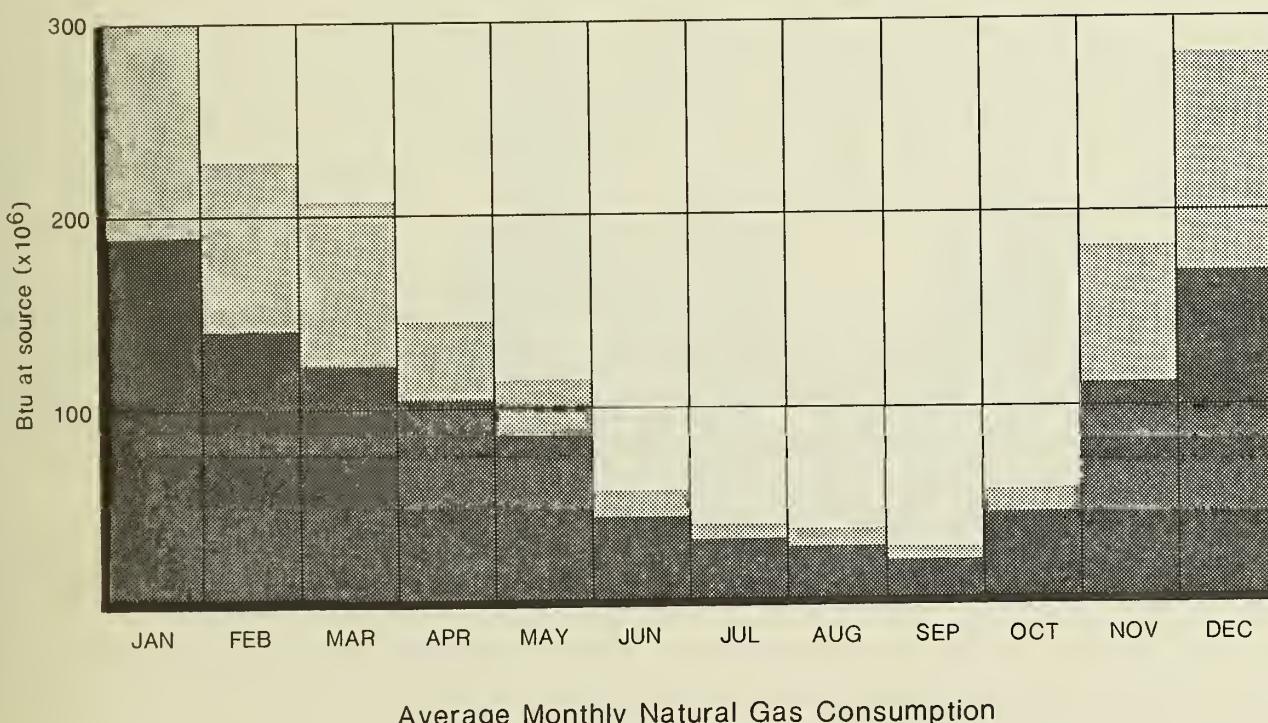
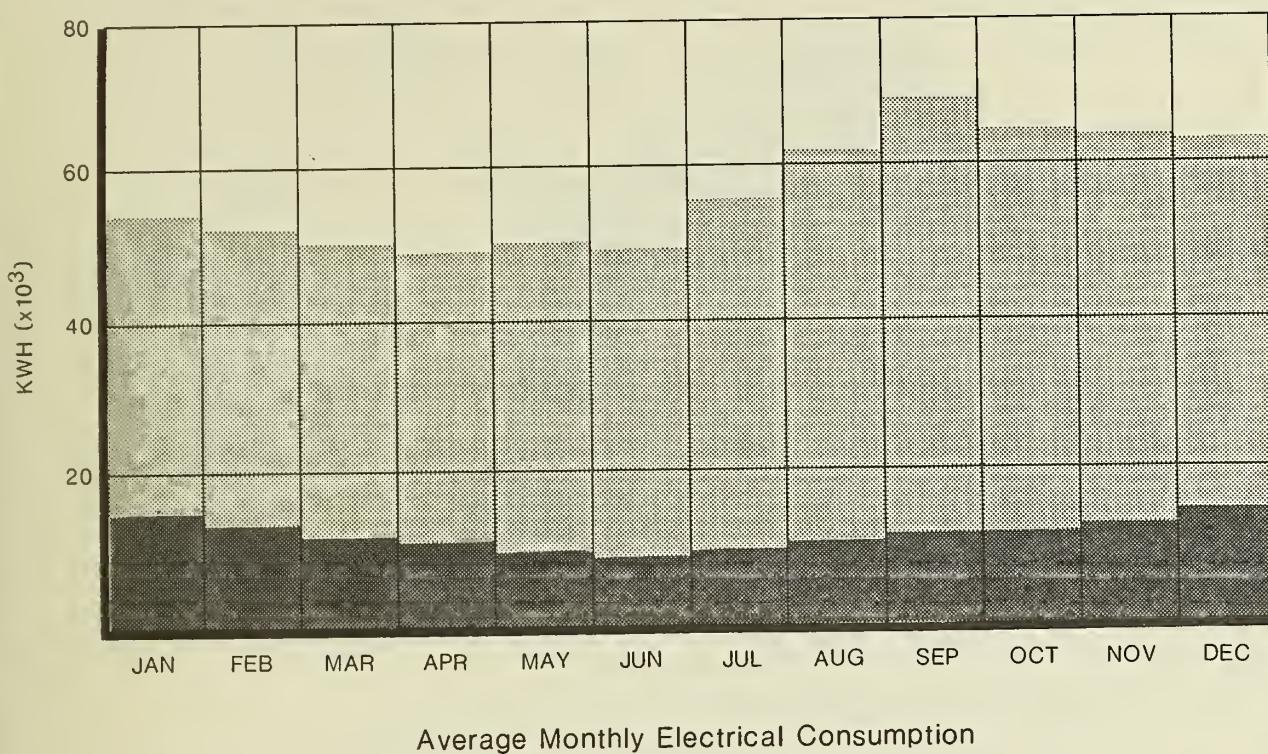
Electricity and natural gas for project operation would be provided by PG&E. Electricity would be used for lighting, air conditioning, ventilation, elevator operation, office equipment operation, and plumbing system pumping. Natural gas would be used for space and water heating. Energy conservation measures are proposed and are discussed below. The project would not incorporate solar or other renewable energy sources.

Space and water heating would be supplied by a natural gas-fired boiler, supplemented by a small amount of electric space heating in the residential units. Air conditioning would be provided by an economizer cycle which would use cool outside air when possible, supplemented by an electric water chiller. A variable air-volume ventilation system would be used. The entire HVAC (heating, ventilating, air conditioning) system would be controlled to respond to weather conditions and building occupancy. Lighting in the office/retail areas would be provided by fluorescent fixtures; individual switching would be installed so that offices could use natural light when available. Single-glazing would be used in windows.

The project would have an estimated annual energy consumption of about 87,500 Btu per sq. ft./3/ It would meet or exceed the prescriptive standards of Title 24 of the California Administrative Code which allows consumption of up to 126,000 Btu per sq. ft. of conditioned space annually. The project would consume about 240 Btu per sq. ft. per day.

The structure would consume (at point-of-use) about 598,000 kilowatt-hours (KWH) of electric energy per year, primarily for ventilation and cooling (see Table 5, p. 57)./3/ This would be equivalent to the annual electricity consumption of about 184 average residential customers in San Francisco./4/ Of the total annual electricity consumption, office use would account for about 49%, residential about 29%, and the garage about 22%. The structure's electricity consumption would be about 8.8 KWH per sq. ft. per year. This compares to an average of 15 KWH per sq. ft. per year projected in recent EIRs for 13 high-rise structures./5/ It should be noted that the project would be considerably smaller than those used for comparison and, due to economies and diseconomies of scale, energy consumption could vary considerably. Actual operating consumption may be different from those shown. The structure's average monthly electricity consumption would be about 50,000 KWH, or about 0.7 KWH per sq. ft. per month. The connected kilowatt load would be about 554 KW. Average monthly electric demand distributions are shown in Figure 20, p. 56. Peak demand for electricity would be about 285 KWH and would occur between 4 and 5 p.m. on weekday evenings in September;/6/ this would not coincide with the San Francisco electrical consumption peak which occurs in December or January or with PG&E's system wide peak which occurs late on August afternoons. Average hourly electrical consumption for September is shown in Figure 21, p. 58.

Operation of the structure would consume (at point-of-use) about 3.3 million cu. ft. of natural gas per year, primarily for space and water heating (see Table 5, p. 57). This would be equivalent to the natural gas consumption of about 42 average residential customers in San Francisco./4/ Of the total annual gas consumption, office use would account for about 37%, residential about 63%. On a per sq. ft. basis, the structure's natural gas consumption would be about 60 cu. ft. per year. This compares to an average of 23 cu. ft. per sq. ft. per year projected for 13 high-rise structures which have been the subject of recent EIRs./5/ Actual operating consumption may be different due to the smaller size of the proposed project. Average monthly natural gas consumption by the structure would be about 275,000 cu. ft., or about 5 cu. ft. per sq. ft. per month. Average monthly natural gas consumption distributions are shown in Figure 20, p. 56. Peak demand



Condominiums

 Offices

FIGURE 20: ESTIMATED MONTHLY NATURAL GAS AND ELECTRICAL CONSUMPTION CURVES

SOURCE: Hayakawa Associates

TABLE 5: ESTIMATED ANNUAL PROJECT ENERGY CONSUMPTION

	<u>Units of Energy (in Thousands)</u>	<u>Btu At-Source (in billions)*</u>	<u>Barrel Oil Equiv. (bbl. oil)</u>
<u>Building Operation</u>			
Electricity	598 KWH	6.1	1,040
Natural Gas	3,300 cu. ft.	3.5	600
<u>Transportation**</u>			
Gasoline	11.6 gallons	1.5	250
TOTAL PROJECT	--	11.1	1,890

*1 KWH = 10,239 at-source Btu; 1 cu. ft. = 1,100 at-source Btu; 1 gallon = 140,000 at-source Btu; 1 bbl. oil = 5.88 million at-source Btu.

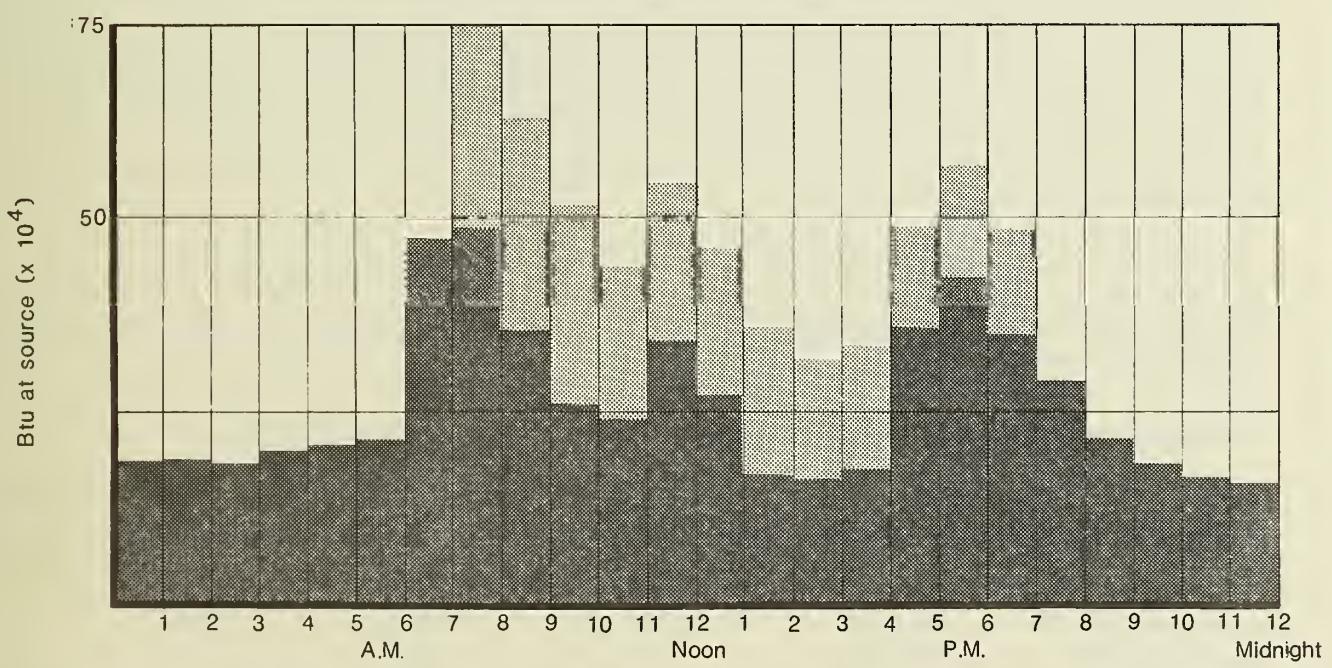
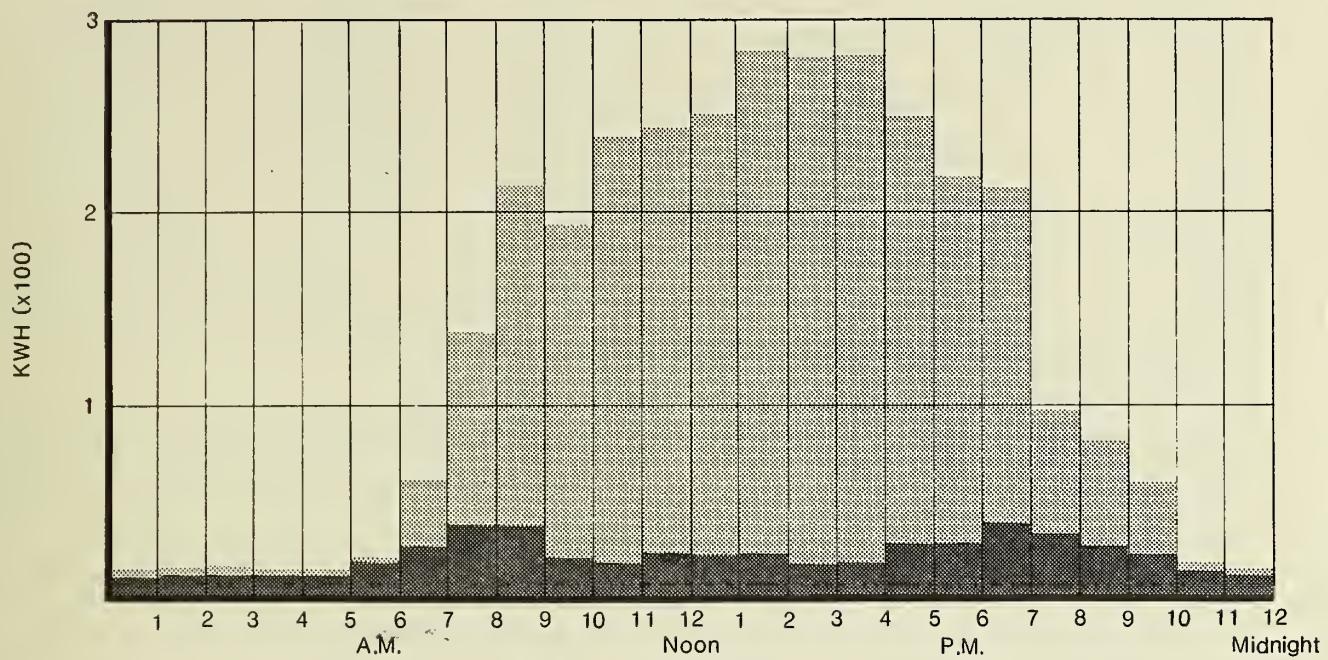
** for vehicle trips generated by the project

SOURCE: Environmental Science Associates and Hayakawa Associates

for natural gas would be about 700 cu. ft. per hour, and would occur between 8 and 9 a.m. on weekday mornings in January./6/ This would not coincide with PG&E's system-wide peak demand period which occurs on January evenings. Average hourly natural gas consumption is shown on Figure 21, p. 58.

The site is currently vacant, and no energy consumption is generated on-site. Thus, the project would increase at-source energy demands on PG&E by a total of 9.6 billion Btu/year. Most of these increased energy demands would be met by nonrenewable energy resources. The project would not affect any known solar equipment in the area.

Vehicle travel generated by the completed project would consume approximately 11,640 gallons of gasoline annually. This is equivalent to about 1.5 billion Btu per year. The projected use is based upon the mix of vehicles expected in California in 1985. In general, statewide vehicle fuel use is expected to decrease until 1985 as the vehicle fleet becomes more efficient and fuel becomes more expensive.



Condominiums
Offices

FIGURE 21: ESTIMATED DAILY NATURAL GAS AND ELECTRICAL CONSUMPTION CURVES

SOURCE: Hayakawa Associates

Although the project's energy demand would probably not have a substantial effect on resource extraction, it would contribute to cumulative energy consumption that will result in depletion of nonrenewable energy resources. Energy use in downtown San Francisco by approved and recently proposed development other than the project would increase annual electricity consumption by more than 300 million KWH, or about 13% of PG&E's projected systemwide increase over the next 10 years, and would increase annual natural gas consumption by more than 520 million cu. ft./7/ The total increases in building energy demand resulting from approval of these developments would be about 3.6 trillion Btu annually, equivalent to about 600,000 barrels of oil per year.

The electrical consumption represents about 0.4% of the annual PG&E system demand in 1981. In 1981, PG&E had a surplus peak generating capacity of 4,500 MW and in 1985 expects to have a surplus of 4,200 MW. The energy demand presented by cumulative development in San Francisco (peak demand of about 312 MW) could be accommodated by PG&E facilities now and in the future./7/

NOTES - Energy

/1/ Btu, British thermal unit, a standard unit for measuring heat. Technically, it is the quantity of heat required to raise the temperature of one pound of water one degree Fahrenheit (251.98 calories) at sea level. The term 'at-source' means that adjustments have been made in the calculation of the Btu energy equivalent to account for losses of energy which occur during generation and transmission of the various forms of energy.

/2/ Hannon, et al., "Energy and Labor in the Construction Sector", November 24, 1978, Science, Vol. 202.

/3/ Hayakawa Associates "1171 Sansome Street/Energy Analysis", November 23, 1982.

/4/ This projection is based on energy consumption data provided by Mr. Aleen, Rates Department, Pacific Gas and Electric Co., July 1, 1982.

/5/ Projected energy used by individual buildings:

<u>Project</u>	<u>GSF</u>	<u>Electricity KWH/sf/yr</u>	<u>Natural Gas Btu/s /yr (x 1,000)</u>	<u>Anticipated Completion</u>	<u>Total Btu x10⁹</u>
101 Montgomery	248,480	27.4	24.1	1983	76
Central Plaza	370,580	13.3	4.6	-	48
Mont./Wash.	243,600	20.0	16.5	-	53
Bank of Canton	230,440	13.8	9.9	-	30
201 Spear	262,000	15.6	2.9	-	40
Fed. Res. Bank	640,000	16.8	55.1	1982	150

Daon Building	289,000	16.6	16.4	1981	54
456 Montgomery	233,050	9.9	19.2	1983	30
333 California	870,050	17.2	6.1	-	113
101 Mission	223,600	10.2	40.9	-	33
Spear/Main	308,000	10.1	67.2	-	55
Post/Kearny	199,100	11.9	16.8	-	28
Pacific Gateway	341,000	15.5	21.9	1982	79
AVERAGE ESTIMATED USE		15.2	23.2		60.6

/6/ Zia Diarkee, Project Engineer, Hayakawa Associates, letter, April 11, 1983.

/7/ Summary of Loads and Resources (Form R-1A), and Future Generating Facilities and Changes to Existing Facilities (Form R-6), Pacific Gas and Electric Company, April 1, 1982.

E. GROWTH INDUCTION

The project vicinity north of Filbert St. has recently undergone major redevelopment and growth with the construction of Levi's Plaza, 101 Lombard, and the Telegraph Landing Condominiums. This area is almost completely built up and would not experience any further growth from project implementation. The area in the immediate vicinity north of the project site to Filbert St. (with the exception of the southwest corner of Sansome and Filbert Sts.), contains the rear yards of residences fronting on Calhoun Terrace (on top of Telegraph Hill); development costs for excavation of this area would be exorbitantly high because of the large amount of excavation necessary and would probably not justify construction.

Buildings to the south and east of the site have not undergone a major transformation; project development, along with cumulative development in the project area, could encourage conversion of existing low-rise buildings (two- to four-story) to taller structures or demolition of existing structures and replacement by buildings developed to the maximum allowable floor area. A project is currently proposed on the southwest corner of Sansome and Green Sts. and another is under consideration west of the Giusti Building (northwest corner of Green and Sansome Sts.).

V. MITIGATION MEASURES

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the proposed project. Some of these measures have been included as part of the project or would be adopted by the project sponsor or project architects and contractors; the remainder are not included in the project. The City Planning Commission could require that some or all of these measures be included as conditions of project approval, if found to be warranted.

A. VISUAL QUALITY AND URBAN DESIGN

MEASURES PROPOSED AS PART OF THE PROJECT

- The cliff in the western part of the property would be permanently preserved as open space.
- - The project would be designed with rooms requiring the least glazing (i.e., bedrooms) located on the west end of the building to minimize west-facing windows.
-

B. PARKING AND TRANSIT

MEASURES PROPOSED AS PART OF THE PROJECT

- The project sponsor would retain a transportation broker responsible for coordinating, implementing and monitoring programs among tenants and employees to encourage ridersharing. Such programs would include, but not be limited to: on-site sale of BART tickets, Muni passes, and Golden Gate Transit Commute Books; establishment of employee carpool/vanpool system in cooperation with RIDES for Bay Area Commuters; or other such enterprises.
- A flexible time system for employee working hours would be encouraged by the project sponsor and management of the building.
- Within a year after completion of the project, the project sponsor would conduct a survey, in accordance with methodology approved by the Department of City Planning, to assess actual trip generation, trip distribution, and modal split pattern of project occupants, and actual pick-up and drop-off areas for carpoolers and vanpoolers. The results of this survey would be made available to the Department of City Planning. Alternatively, at the request of the Department of City Planning, the project sponsor would provide an in lieu contribution consistent with the project's proportional demand in a program for an overall survey of the downtown area to be conducted by the City.
- In recognition of the need for expanded transportation services to meet the peak demand generated by cumulative commercial development in the downtown area, the project sponsor shall contribute funds for maintaining and augmenting transportation service, in an amount proportionate to the demand created by the project as provided by Board of Supervisor's Ordinance No. 224-81.
- Should Ordinance No. 224-81 be declared invalid by the Courts, the project sponsor shall participate in any subsequent equivalent mitigation measures to be adopted by the Commission or the City in lieu thereof, which measures will apply to all projects similarly situated.

- Priority would be given to van and car pools for the 16 parking spaces for office use. Two of the 30 spaces would be available for handicapped use.
- Eyebolts to support future Muni electrification wires would be incorporated into the project.
- Construction deliveries would not be allowed during peak traffic hours (4:30 to 5:50 p.m.).

C. GEOLOGIC CONSIDERATIONS

MEASURES PROPOSED AS PART OF THE PROJECT

- Slope preventive maintenance measures, including periodic scaling of excess talus on the cliff, periodic maintenance clearing of talus from the retention basin and fortification of the existing earthen berm, would be implemented to minimize damage and injury to the structure and its inhabitants from the undeveloped western third of the site (the cliff).
- Foundations would be constructed in accordance with recommendations of a qualified geotechnical consultant. All loose rock would be removed beneath the footings, which would be founded directly on the rock.
- If a portion of the building site along the Sansome St. frontage is not directly on bedrock, a layer of compacted fill would be placed to support the ground floor slab and prevent differential settlement.
- The structure adjacent to the project site on the south would be monitored for settlement and underpinned, if necessary for stability.
- Excavation area walls would be shored and protected from slumping and rockfalls into the area. Shoring would be accomplished using methods approved by a California-licensed geotechnical consultant.

V. Mitigation Measures

- The ground floor would be underlain by a "drainage blanket" or drainfield, with a perforated pipe draining to a sump or sewer. A separate drainage system would be installed to remove groundwater from behind the back and side walls of the proposed structure.
- All exterior underground wall and floor surfaces would be water-proofed.
- The project sponsor would retain a licensed soils engineer who would survey and document the present geologic condition of the portion of Telegraph Hill which could reasonably be affected by project construction during worst-case conditions. The geotechnical engineer would monitor construction activities during all phases of site preparation and construction.
- The project site and nearby facilities would be monitored for vibrations caused by the breaking, digging and hauling of rock. In the event the vibrations are of sufficient magnitude to potentially result in damage to structures the process would be modified or alternative equipment would be used as appropriate.

MEASURES NOT INCLUDED AS PART OF THE PROJECT

- - Maintenance and periodic clearing of the existing retention basin only. This option was rejected because it does not incorporate any measures to reduce the incidence of rockfalls or protect the structure from rockfall damage.
- Placement of cable-reinforced wire mesh and rock bolts covered with gunite and planter boxes, along the western one-third of the site and through the adjacent City right-of-way for Calhoun Terrace north of the site and the steep, rocky slopes immediately south of the site, is not included as part of the project. Pinning ●(securely fastening) large boulders and unstable areas is also not proposed. This option was rejected because it would be hazardous to the construction crew to build, as it requires working with jackhammers while suspended from the cliff by mountain-climbing gear. In addition, this method would have limited long-term effectiveness because the stabilization materials have a high corrosion potential and the corrosion is imperceptible from the surface.

- Excavation of a series of retaining walls stepping down the slope with planter boxes
 - incorporated into the cliff wall is also not included as part of the project. This measure was rejected by the project sponsor because of the substantial cost involved and because of the adverse visual impacts.

D. ENERGY

MEASURES PROPOSED AS PART OF THE PROJECT

- A variable air-volume ventilation system, equipped with an economizer cycle (to use 100% outside air, when it reaches the appropriate temperature) would be used to reduce energy consumption for air conditioning for the office space.
- Office suites would be equipped with individual light switches, time clock operation, and floourescent lights to conserve electric energy.

V. Mitigation Measures

- Residential and office water heating systems would be insulated to minimize water waste and waste heat. In residential units, water heaters would be placed as close as possible to the source of use (sinks, showers, dishwashers) to minimize water waste and waste heat.
- Residential units would have individually-metered electric service to encourage energy conservation.
- The project would provide containers, to be located on a parking level, available to office tenants and residents of the building for collection and storage of recyclable solid wastes (such as glass, metal, computer cards, and newspaper) and the building manager would contract for recycling service.
- The building would be equipped with a trash compactor for use by commercial, office and residential tenants to reduce the volume of solid waste requiring storage and transport.
- The residential floors of the building would have windows that could be opened to reduce energy requirements for cooling.
- The project would adhere to the guidelines of the (now withdrawn) Federal Energy Building Temperature Restrictions in the operation of heating, ventilating and air conditioning (HVAC) equipment. (HVAC systems would be separate for the office and residential uses.)
- Whenever possible, the HVAC system would be designed to recycle waste heat from lights and machinery to heat domestic water for office and residential use.

MEASURES NOT INCLUDED AS PART OF THE PROJECT

- A solar collector system to provide hot water for the residential portion of the structure was rejected by the project sponsor because the architect determined there would not be sufficient rooftop space for its installation since the roof area is proposed as open space for the residents.

- Double-paned windows were rejected by the project sponsor because, while less space heating would be necessary in the cooler months of the year, the decreased heat loss from double panes would increase air conditioning requirements during warm months (PG&E's system-wide peak electric periods).
- Windows that could be opened on office floors were rejected because they would provide little energy benefit over the planned environmental control in the building and could result in inefficient operation of the environmental control system.

E. AIR QUALITY

MEASURES PROPOSED AS PART OF THE PROJECT

- The project site would be sprinkled with water twice daily during construction to reduce dust generation by about 50%.

F. HAZARDS

MEASURES PROPOSED AS PART OF THE PROJECT

- An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the OES and implemented by building management before issuance by the Department of Public Works of final building permits.

G. CULTURAL

MEASURES PROPOSED AS PART OF THE PROJECT

- Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree to: 1) require the project contractor to notify the Environmental Review Officer and the President of the Landmark Preservation Advisory Board; 2) require that the contractor suspend construction in the area

V. Mitigation Measures

of the discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) that if feasible mitigation measures are identified they be implemented by the project sponsor.

VI. Significant Environmental Effects

VI. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

This chapter contains identified impacts which could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or other mitigation measures that could be implemented, as described in Chapter V.,

- Mitigation Measures, p. 61. In certifying the EIR, the City Planning Commission has determined that the following significant impacts would result from implementation of the proposed project:
- The project would attract visitors to the vicinity of the site who could be exposed to rock and slide debris falling down Telegraph Hill in the event of a severe earthquake.
- The project would result in partial loss of views of Telegraph Hill from the east and south of the site.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

A. ALTERNATIVE I: NO PROJECT

- The project sponsor has considered and rejected the following alternatives to the proposed project. The decision-makers may approve an alternative if they decide that it is more appropriate for the site than the proposed project, despite the project's sponsor's reasons for rejection.

The no project alternative would involve no physical change to the project site. Site characteristics would be the same as those described in Section III, p. 16. The proposed project would not be built, the sponsor would not obtain headquarters space and no new residential units would be constructed. The deteriorating cliff would not be preventively maintained to the extent proposed as part of the project (no scaling would be done), since monies to do so would be generated by the project. The retention basin at the base of the cliff and the earthen berm downhill of it would be maintained according to the Department of Public Works order of abatement.

The project sponsor has rejected this alternative because of the sponsor's need for an efficiently designed and located office facility with convenient access to the Central Business District, but removed from the higher density and rents of the downtown area. The liability of continuing cliff deterioration on the project site and the ongoing cost of preventive maintenance would also make this alternative financially untenable for the sponsor.

VISUAL QUALITY AND URBAN DESIGN: The physical characteristics of this alternative are the same as those described in Section III, p. 20. There would be no visual impact. No cliff or residential views would be blocked and the structure would not contribute to the building mass surrounding Telegraph Hill. No slope stabilization measures would be implemented which would affect the appearance of the cliff, such as those involving wire mesh, gunite or retaining walls.

PARKING AND TRANSIT: Conditions expected under this alternative would be as described in Section III.C, p. 28, and in Section IV.C, p. 49, under "future w/o project" condition.

GEOLOGIC CONSIDERATIONS: The physical characteristics of this alternative would be the same as those described in Section III., p. 30. Maintenance clearing of the retention basin, created in November, 1982 would occur, as necessary. Periodic clearing of the retention

basin and maintenance fortification of the earthen berm would also occur.

ENERGY: No on-going energy use would occur on-site.

B. ALTERNATIVE 2: ALL OFFICE, 2 FLOORS OF PARKING

- Alternative Two would consist of a smaller (31,500 sq. ft. rather than 51,800 sq. ft.) and shorter (84 feet above grade rather than 84 to 120 feet above grade) structure than the proposed project (see Figures 21a and 21b, pp. 70a and 70b); this alternative would be used entirely for offices rather than a combination of office and residential uses (see Figure 22, p. 72). The architectural style and detailing would be more unified between the upper and lower floors and the entire structure would appear similar to the lower floors of the proposed project (more windows, less detail). Two floors of parking are proposed to provide 30 off-street parking spaces; a parking variance would be required as for the project.

The project sponsor has rejected this alternative because the detailing, increased window area and consequent emission of light from offices at night would be less compatible with uphill residential uses. One-time sales revenues from condominiums are necessary to cover costs of building construction and slope maintenance. These short-term returns outweigh the greater long-term revenues which could be realized from rental of office space.

VISUAL QUALITY AND URBAN DESIGN: The substitution of offices for residential units on the upper floors would result in a greater percentage of window area and less detailing on the upper office floors than the project. Exterior design of the upper level offices would provide a stronger contrast to residences on the sides and top of Telegraph Hill.

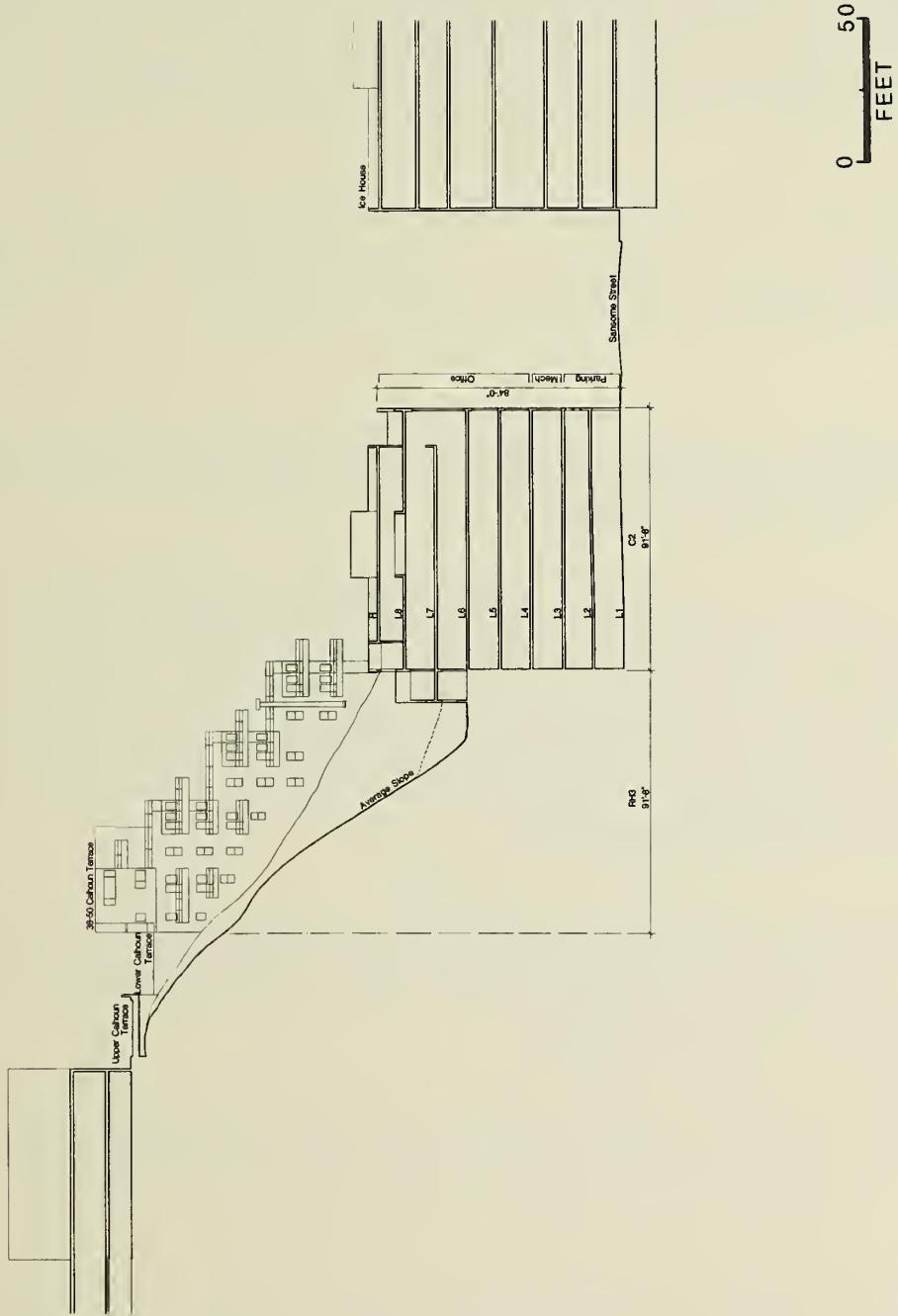
Since the building proposed by Alternative Two would be smaller than the project because

- of Planning Code limitations, view blockage of the lowest two Calhoun Terrace residences would be eliminated and obstruction of views of the cliff behind the building from Sansome Street would be reduced.

PARKING AND TRANSIT: This alternative would generate about 10% fewer peak-hour person trip ends than the project. Without the residential component, most travel during the p.m. peak hour would be away from the site. Total parking demand from this



● FIGURE 21a: RENDERING TO SCALE OF ALTERNATIVE 2



● FIGURE 21b: ALTERNATIVE 2 SECTION

alternative would be about 30 spaces which would be satisfied by the proposed number of parking spaces.

GEOLOGIC CONSIDERATIONS: The geologic considerations for this alternative would be essentially the same as those described in Section IV.C, p. 51; however, the substitution of offices for residential units would result in no permanent site residents. Fewer people would be impacted by rockfalls or seismic shaking at night. More daytime occupants of the site would be impacted by these occurrences were they to occur during working hours.

ENERGY: Natural gas consumption would be reduced slightly. Electric consumption would be increased per sq. ft. due to more air conditioned space. Natural gas and electric peaks would be reached earlier in the year than for the project.

C. ALTERNATIVE 3: REDUCED FLOOR AREA CODE-COMPLYING COMBINED OFFICE AND RESIDENTIAL USE:

- Alternative Three would consist of a structure of similar height, but less bulk than the project (see Figures 22a and 22b, pp. 72, 72a, and 72b). It would contain the same number of residential units, but substantially less office space than the proposed project (7,000 sq. ft. rather than 29,358 sq. ft.). The reduction in office space would bring the project into conformance with the Planning Code regarding the provision of off-street parking spaces. A parking variance would not be required.

VISUAL QUALITY AND URBAN DESIGN: This alternative would result in less view blockage of the cliffs and from the Lower Calhoun Terrace residences. It would be visually less obtrusive than the project.

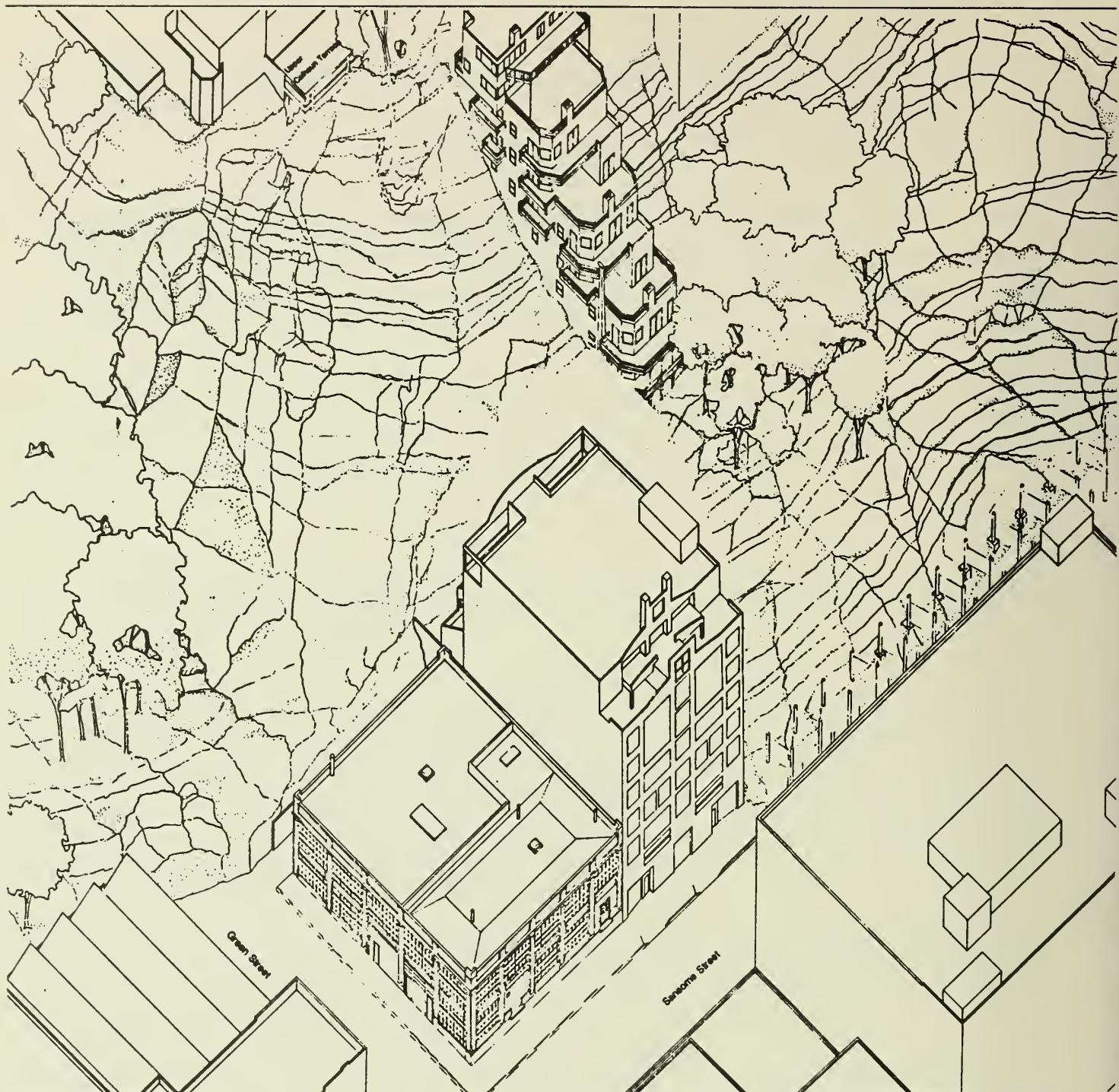
PARKING AND TRANSIT: This alternative would generate about 70% fewer peak-hour person trip ends than the project; parking and transit impacts would be substantially reduced.

GEOLOGIC CONSIDERATIONS: The impacts of this alternative would be similar to those described in Section IV., p. 51, except that fewer people would be exposed to the potential geologic hazards due to the reduced office capacity.

VII. Alternatives

ENERGY: This alternative would use less gas and electricity than the project because the occupied space would be less. The energy peaks would be reached later in the year than for the project due to the larger percentage of residential units.

The project sponsor has rejected this alternative because development costs would not be justified by the amount of rentable office space produced and Tai Associates/Architects would have insufficient office space.



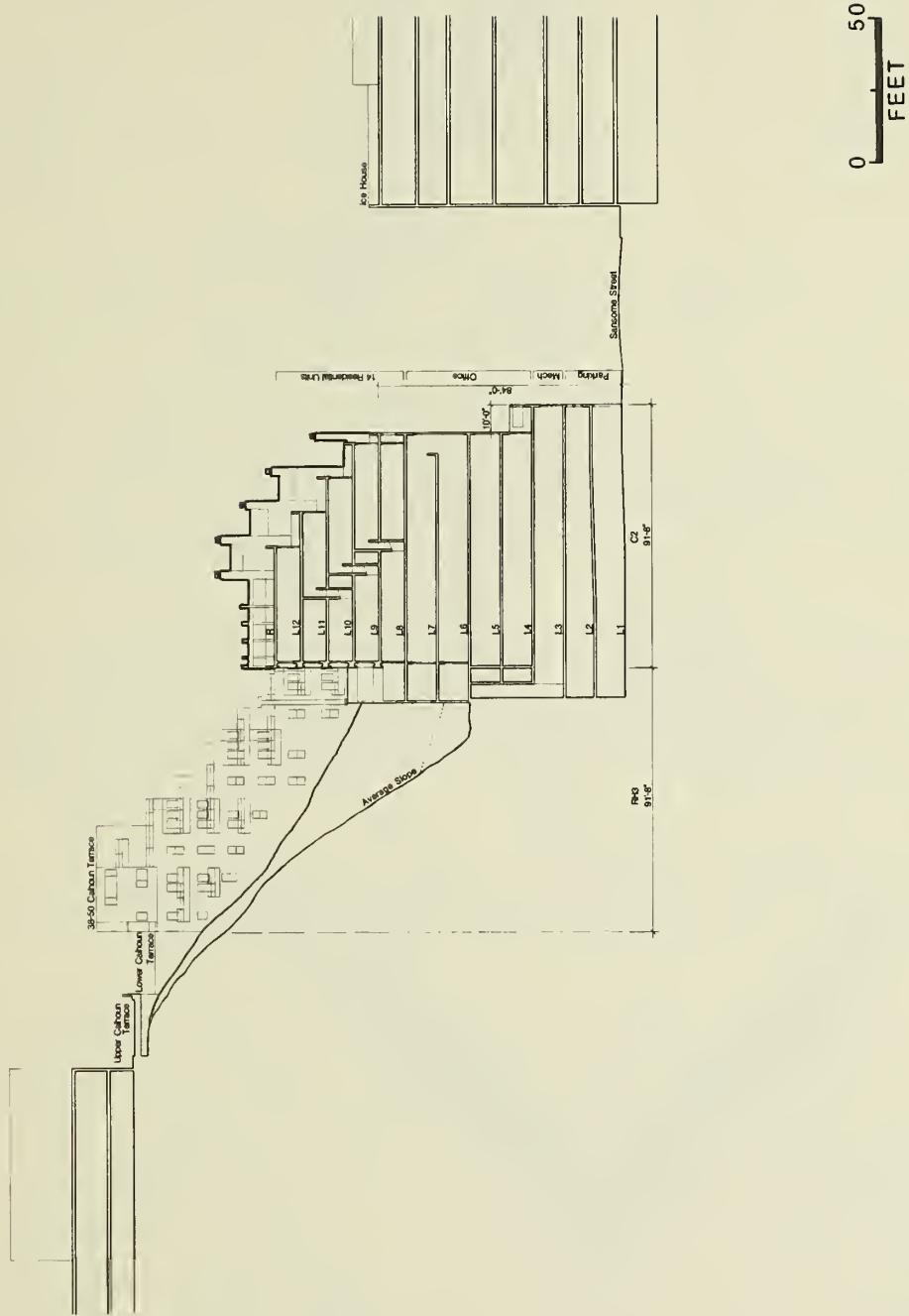
● FIGURE 22: ALTERNATIVE 2 - ALL OFFICE
SPACE VARIATION

NOTE

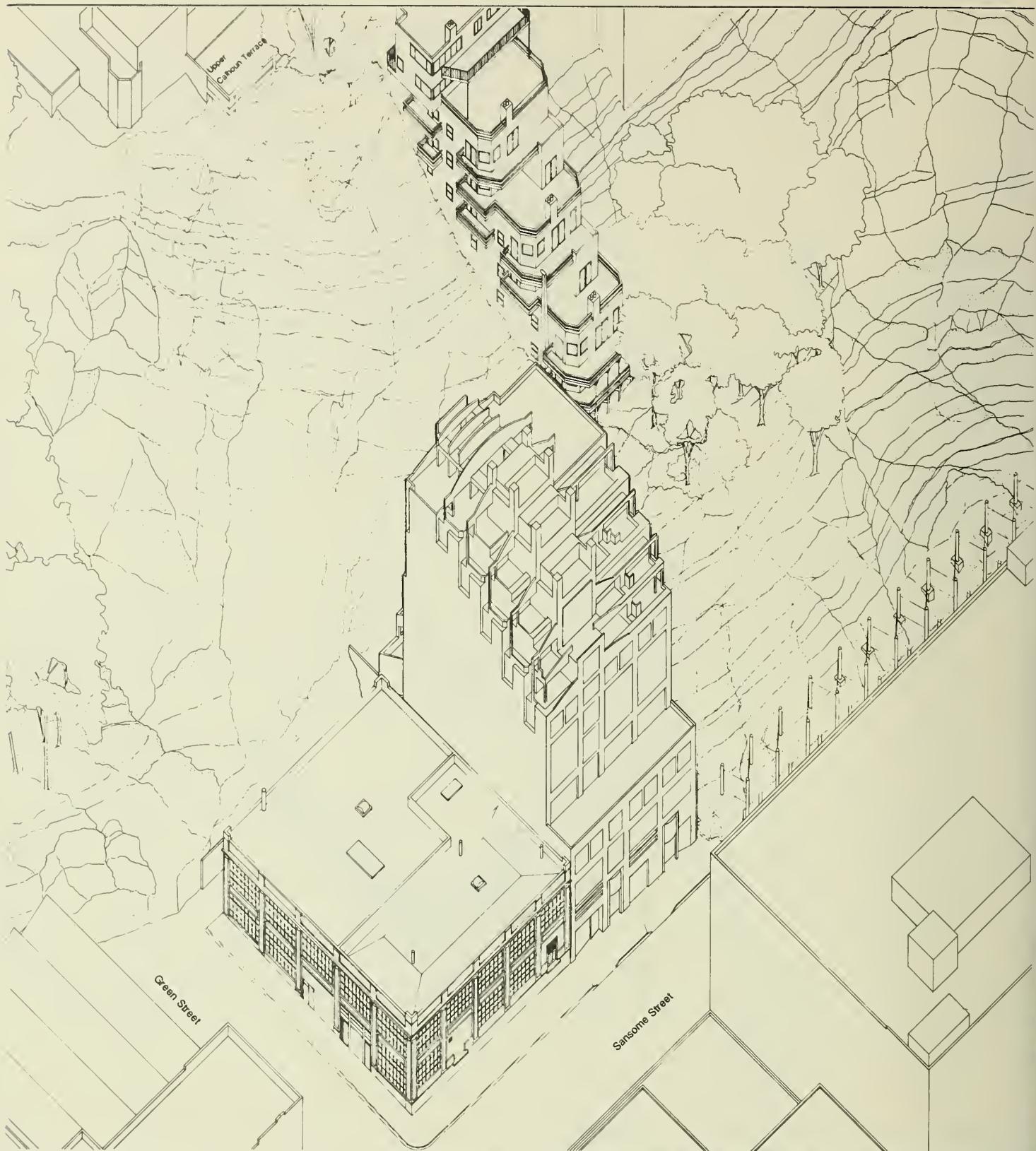
SEE FIGURE 10 FOR PROJECT LOCATION

SOURCE

TAI ASSOCIATES/ARCHITECTS



● FIGURE 22a : ALTERNATIVE 3 SECTION

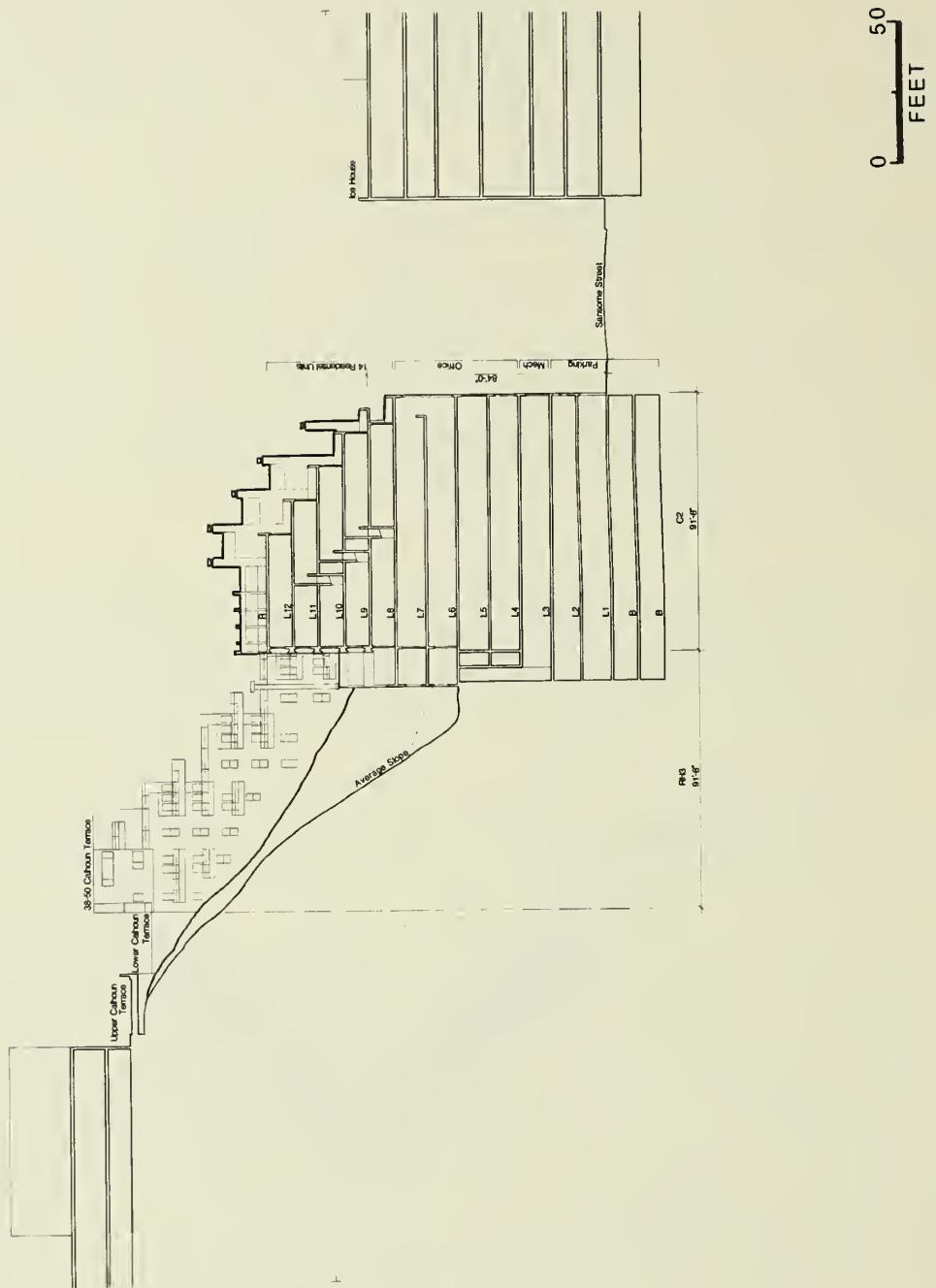


- FIGURE 22b: ALTERNATIVE 3 - CODE COMPLYING REDUCED OFFICE SPACE ALTERNATIVE

SOURCE
TAI ASSOCIATES/ARCHITECTS

- D. ALTERNATIVE 4: FULL BUILD-OUT CODE-COMPLYING COMBINED OFFICE AND RESIDENTIAL CASE:
- Alternative Four would consist of a structure of similar height and bulk to the proposed project (see Figure 22c, p. 73a). It would contain the same number of residential units and a slightly larger amount of office space (31,500 sq. ft. vs. 29,335 sq. ft.), but would have two additional subsurface parking levels to supply the 55 parking spaces required to conform to the Planning Code.
- **VISUAL QUALITY AND URBAN DESIGN:** The maximum office space variation building would have the same visual impacts and characteristics as the project.
- **PARKING AND TRANSIT:** This alternative would have impacts and trip generation equivalent to the project with the exception of on-site parking supply exceeding demand by 10 spaces. However, vehicular travel to the project would increase as more parking would be provided by this alternative.
- **GEOLOGICAL CONSIDERATIONS:** This alternative would require additional excavation of two subsurface garage levels; this would require additional shoring and could involve pumpout of water seepage. Additional excavation could also increase the risk of slope failure.
- **ENERGY:** This alternative would require more electricity to provide ventilation and light for the subsurface garage levels.
- The project sponsor has rejected this alternative because provision of more than 30 on-site parking spaces is limited by geotechnical, space and economic considerations. Because the portion of the site proposed for building is relatively narrow, much of each parking level would be devoted to ramps and circulation rather than actual parking spaces, resulting in an inefficient use of space. The sponsor has also rejected this alternative because multiple parking levels (more than the two proposed for the project) would produce a facade which the sponsor believes would be less attractive than that of the proposed project. Excavation of two additional subsurface parking levels would also increase the cost of the project substantially.

● FIGURE 22c: ALTERNATIVE 4 SECTION



VIII. SUMMARY OF COMMENTS AND RESPONSES

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	77
II. LIST OF PERSONS COMMENTING	78
III. SUMMARY OF COMMENTS AND RESPONSES	79
A. SUMMARY	79
Type and Number of Residential Units	79
B. PROJECT DESCRIPTION	79
Clarity of Architectural Drawings	79
Site Topography	80
Giusti Building	84
Ice House Building Coverage	87
Sponsor's Objectives	87
Development of all Allowable Area on the C-2 Portion of the Site	89
C. LAND USE AND ZONING	90
Measurement of Building Height under the Planning Code	90
Height and Bulk Limits	92
Buildings Heights in Vicinity	92
Rear Yard	93
Open Space Classification	93
Historic Importance of Northeast Waterfront	96
Landmark Significance of Telegraph Hill Cliffs	104
Review of Project Approval by the City Planning Commission	107
D. VISUAL QUALITY	108
Blockage of Views of the Cliffs	108
Effect of the Project on Views From Calhoun Terrace	111
Effect of the Project on the Northeast Waterfront Historic District	115a
Cumulative Development of Cliffs	116
Shadows	118
E. URBAN DESIGN	120
Reduction of Appearance of Building Mass	120
Windows	120
Project Roofline	121
Vertical Integration	122
Compatibility of Project with Structures on Telegraph Hill and in the Northeast Waterfront Historic District	122
Age of Nearby Buildings	124

TABLE OF CONTENTS, Continued

	<u>Page</u>
Relationship Between Applicable Urban Design Policies of the Comprehensive Plan and the Proposed Project	125
Compatibility of the Project with the Northeast Waterfront Plan	128
F. TRANSPORTATION	129
Parking Demand	129
Parking Variance	131
Code Requirement for Parking	134
Transit	135
G. GEOLOGY	137
Steepness of Slopes	137
Geologic Studies	137
Effects of Excavation on Slope Stability	138
Size and Amount of Excavation for Project	143
Slope Stabilization for Alternatives	144
Effectiveness and Monitoring of Cliff Maintenance and Stabilization Measures	145
Historic Excavation on Telegraph Hill	147
Drainage	148
Geologic Terminology	148
H. ENERGY	149
Diablo Canyon Nuclear Plant	149
I. AIR QUALITY	151
Smoke from Project Chimneys	151
J. GENERAL COMMENTS	151
K. UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS	152
L. ALTERNATIVES	154
Dividing Alternative 3 into Alternative 3 and 4	157
Alternative 1 Visual Impacts	157
Alternative 2 Visual Impacts	157
Cross-Sections of Alternatives	159
Hillside Alternative	159
M. STAFF INITIATED TEXT CHANGES	165

LIST OF FIGURES

6. Project Section	81
7. Site Section	82

TABLE OF CONTENTS, Continued

	<u>Page</u>
18a. Photomontage of Project Looking West across Sansome Street	83
2. Site Plan	85
3. Project Drawing	86
1. Site and Project Location	88
9a. Map of Nearby Building Heights	94
18b. Photomontage of the Project from Green and Sansome Streets	97
11b. View of Project Site from Green and Sansome Streets	98
18c. Building Outline Montage of the Project from Green Street and The Embarcadero	99
18d. Photomontage of View to the East with Project from 38 Lower Calhoun Terrace Residence	100
18e. Photomontage of View to the South with Project from 38 Lower Calhoun Terrace	101
13b. View to the East from 38 Lower Calhoun Terrace	102
13c. View to the South from 38 Lower Calhoun Terrace	103
16a. Photomontage of the Project Looking Northwest from an Embarcadero Office Building	112
16b. Building Outline Montage of the Project from Sansome and Union Streets	113
13a. View of Site Looking West across Sansome Street	114
19. Development in the Project Vicinity	119
21a. Rendering to Scale of Alternative 2	160
21b. Section of Alternative 2	161
22a. Section of Alternative 3	162
22b. Alternative 3 - Code Complying Reduced Office Space Alternative	163
22c. Section of Alternative 4	164
10. View of the Site from an Embarcadero Office Building Looking Northwestward	168

I. INTRODUCTION

This document contains the public comments received on the Draft Environmental Impact Report (EIR) for the proposed 1171 Sansome Street office and condominium building, and responses to those comments.

All substantive comments made at a public hearing before the City Planning Commission on July 14, 1983 and all written comments received during the public review period (June 10 - July 14, 1983) are presented herein by direct quotation, edited to delete repetitive and nonsubstantive material only.

Comments and responses are grouped by subject matter and are arranged by topics corresponding to the Table of Contents in the Draft EIR. Each group of comments is followed by its set of responses; the order of the responses under each topic follows the order of the comments under that topic. As the subject matter of one topic may overlap that of other topics, the reader will occasionally be referred to more than one group of comments and responses to review all information on a given type of comment. Where this occurs, cross references are provided.

These comments and responses will be incorporated into the Final EIR as a new chapter. Text changes resulting from comments and responses will also be incorporated into the Final EIR, as indicated in the responses.

II. LIST OF PERSONS COMMENTING

San Francisco Planning Commission

Susan Bierman

Jerome Klein

Toby Rosenblatt, President

San Francisco Landmarks Preservation Advisory Board

Jonathan Malone, Secretary (Hearing Testimony and Letter, dated July 14, 1983)

Mr. Nieto (Hearing Testimony)

Robert Armstrong (Hearing Testimony)

Toby Bloxam (Hearing Testimony)

Joe Del Valle (Hearing Testimony)

Rai Y. Okamoto (Letter dated July 14, 1983)

Jane Winslow, President, the Telegraph Hill Dwellers (Letter dated July 11, 1983)

Mr. and Mrs. Alberic De Laet (Letter dated July 9, 1983)

III. SUMMARY OF COMMENTS AND RESPONSES

A. SUMMARY

TYPE AND NUMBER OF RESIDENTIAL UNITS

Comment

"[W]hat is the total number of units?" (Susan Bierman)

"P. 70. The fact that these are condominium residential units should be noted at the beginning of this report." (Jonathan Malone)

Response

As stated on p. 1, paragraph 1, line 11 of the EIR, the project would include 14 condominium units.

B. PROJECT DESCRIPTION

CLARITY OF ARCHITECTURAL DRAWINGS

Comment

"Page 13 and 14, the drawings don't seem to agree as to the shape of [the] Calhoun Terrace building, and particularly I'm speaking of the line above [the] Sansome Street building. Also, [on p. 14] lines to the rear [of 1171 Sansome]. I think that they are using the same line for the Calhoun Terrace Building as they are for what this building could be, maybe. But they ought to use differing lines and then have an indication of what the lines stand for. I just think that drawing is inadequate and incomplete." (Susan Bierman)

"P. 9. This sketch is inadequate." (Jonathan Malone)

Response

Figure 6, p. 13, and Figure 7, p. 14, of the EIR have been revised for clarity. The shape of the Calhoun Terrace Building has been revised for accuracy and consistency. The line width indicating the maximum allowable height for the project has been changed to distinguish it from the Calhoun Terrace structure. The revised figures are included here on pp. 5 and 6.

Figure 3 on p. 9 of the EIR is an architectural rendering of the project to show detail. A photomontage of the project showing the view to the west from the east side of Sansome Street has been added as Figure 18a on p. 38a of the EIR to supplement visual understanding of the project's appearance. Figure 18a is included here on p. 7.

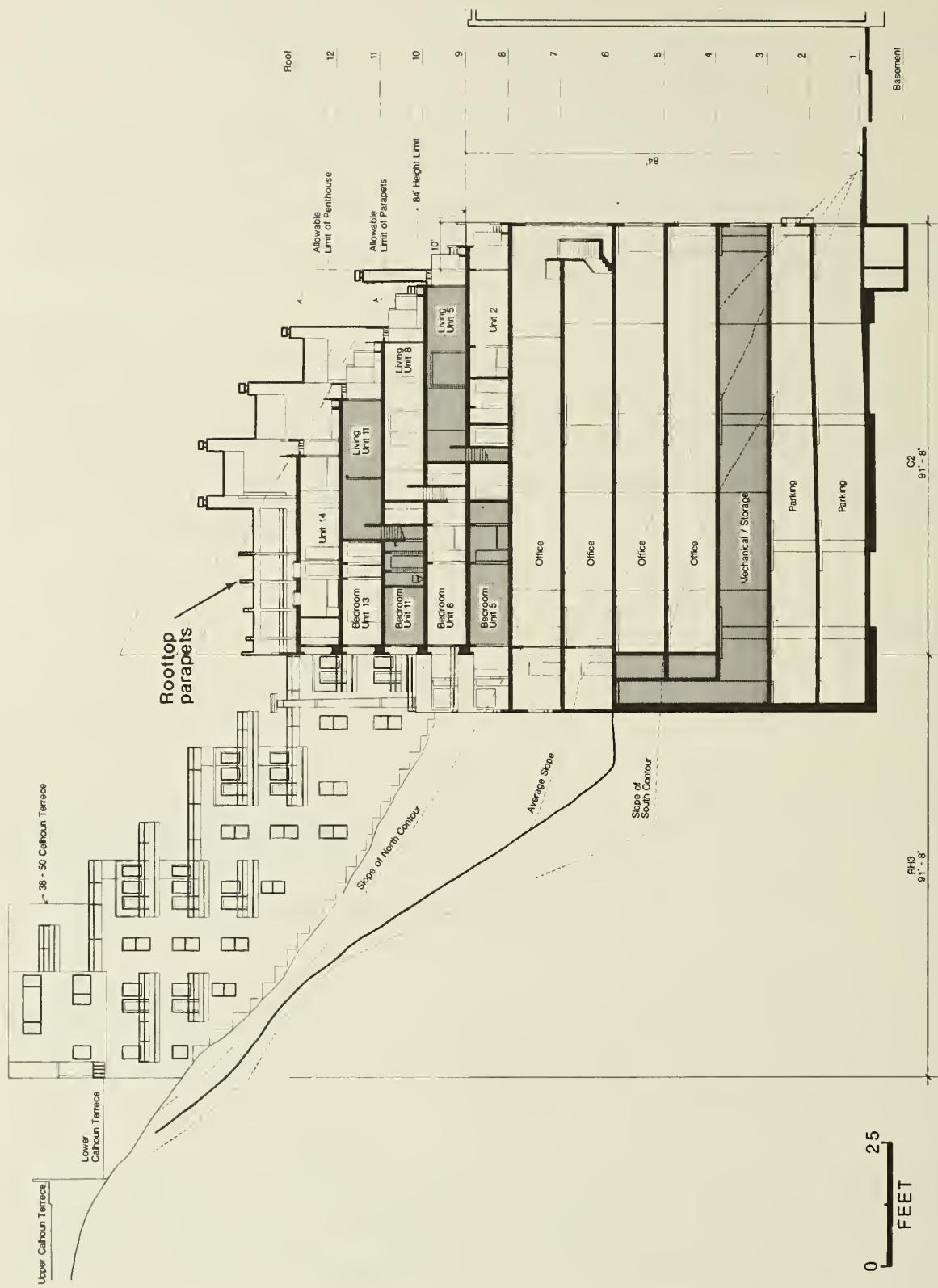
SITE TOPOGRAPHY

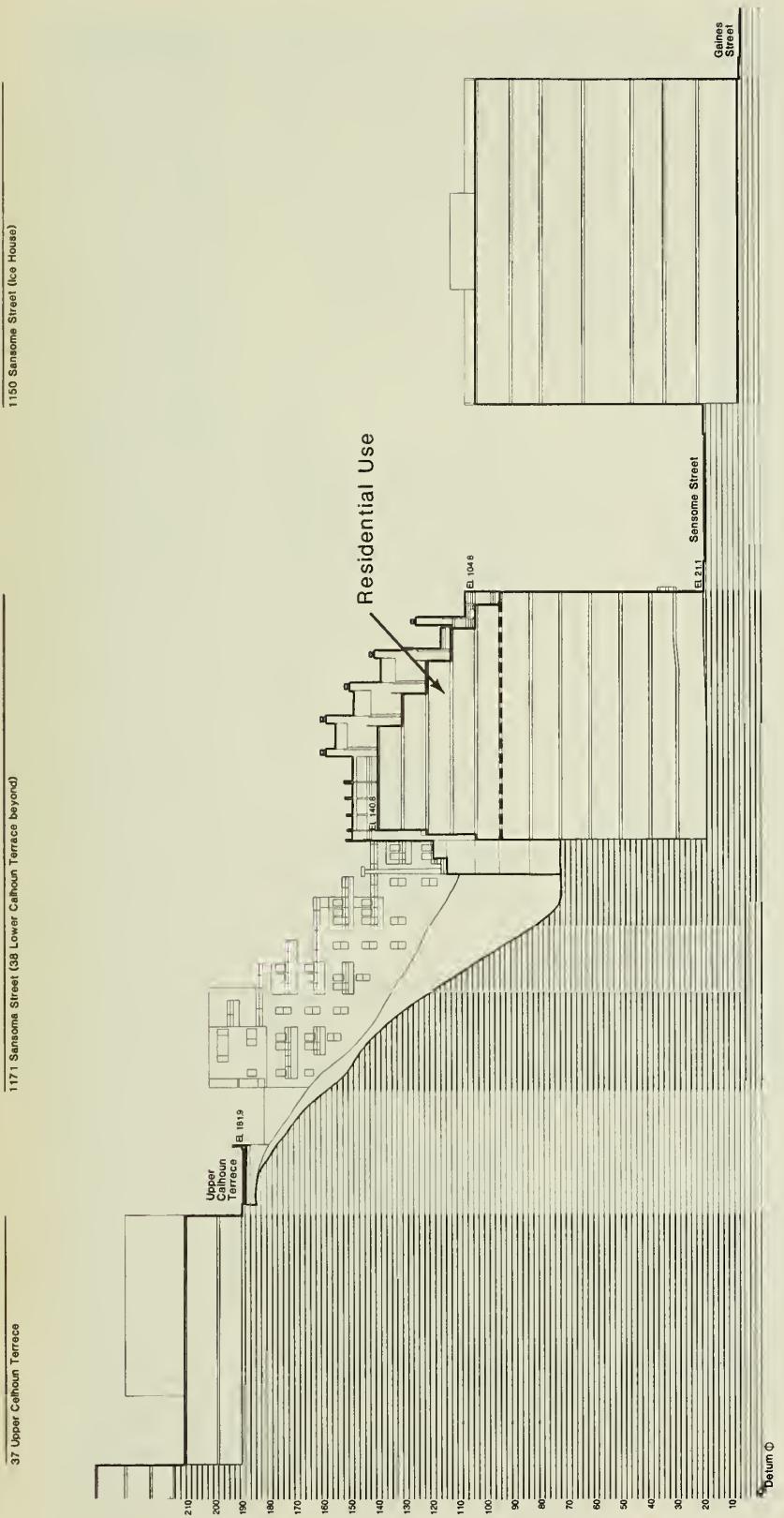
Comment

"What might be done ... is that a new survey be conducted in order to determine the actual contours of that site. What you look at here in this model shows ... -- looking towards the west, from the east -- a cliff face which is convex; it bulges out from the face of the cliff. The actual cliff is con[cave]; it actually goes under Calhoun Terrace.

"The building height limit shown in the EIR is taken as an average of the slope of the north and south lot lines. And, as I mentioned earlier, we would like to have those lot line contours redrawn based on what exists there now, just to verify whether or not that building height envelope is correct.

"Recently there have been some excavations under an order by the Public Works Department, and some excavation had taken place. Looking at the drawings visually, it doesn't appear that they are consistent with what actually exists on that site." (Robert Armstrong, Joe Del Valle)





SOURCE
TAI ASSOCIATES/ARCHITECTS

● FIGURE 7: SITE SECTION

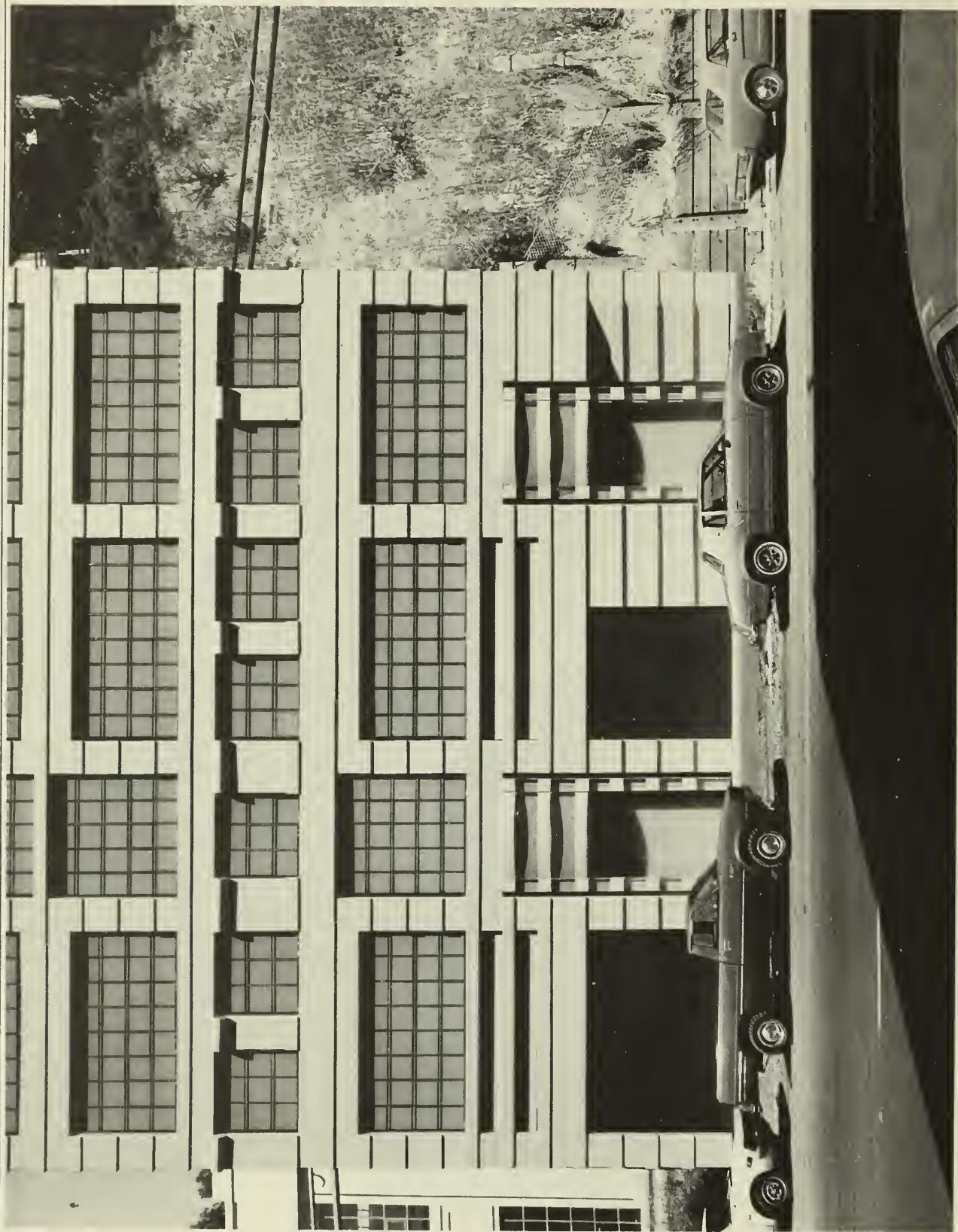


FIGURE 18a: PHOTOMONTAGE OF PROJECT LOOKING
WEST ACROSS SANSOME STREET

Response

A survey of the site was completed by Shapiro, Okino, Hom and Associates - Engineers, on September 15, 1982, and revised on September 20 and 22, 1982. This survey shows the site before and after excavation of the retention basin at the base of the steep cliff on the western portion of the property. This survey shows the true slope of the cliff and is on file with the Office of Environmental Review, 450 McAllister St., San Francisco. The cliff appears to be concave at the top because Calhoun Terrace is supported by buttresses elevated above the slope on cantilevered pier and grade beams; except for the overhanging knob, it is actually convex.

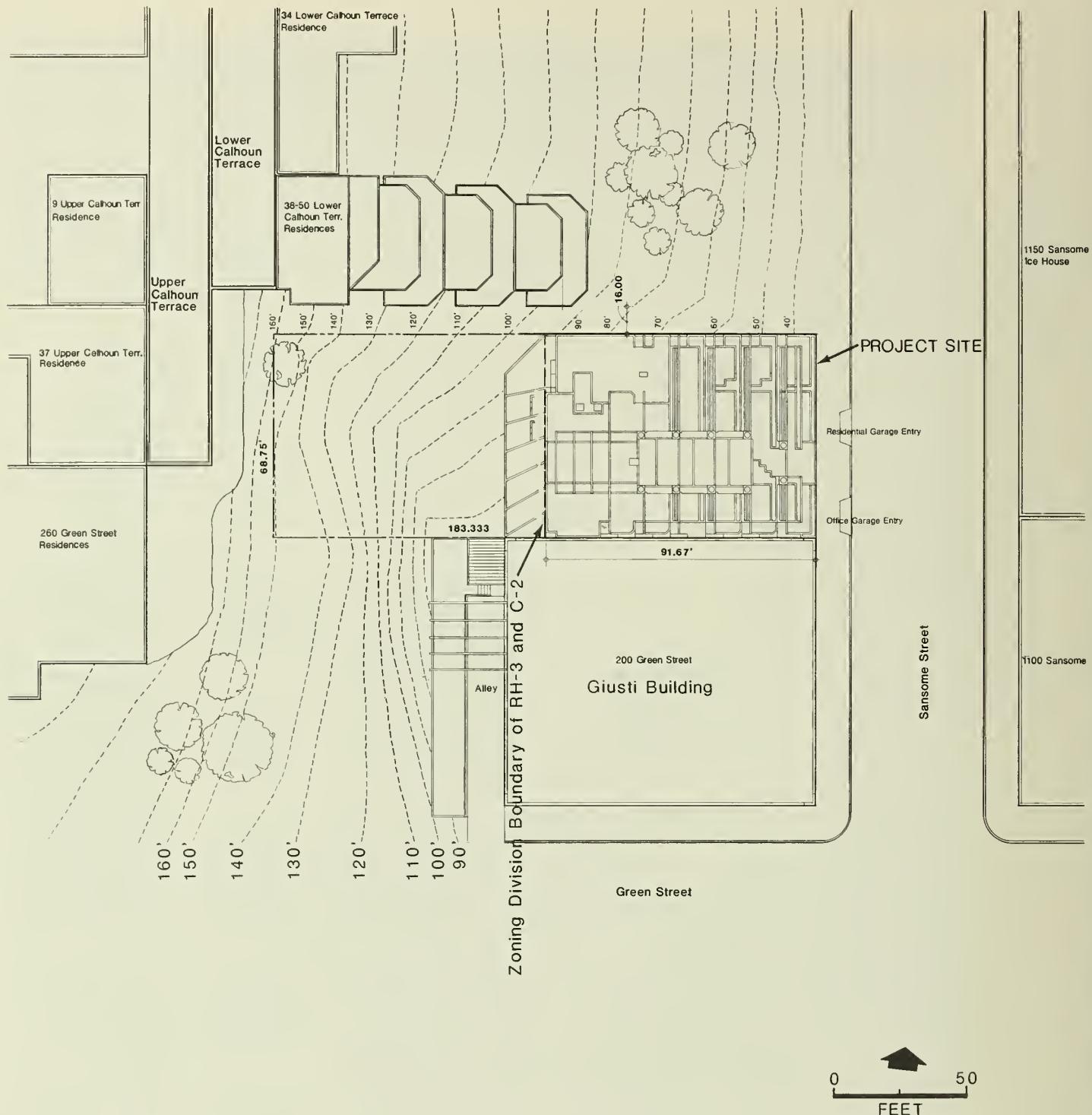
GIUSTI BUILDING

Comment

"P. 8, 9, 18, 39, 72 and throughout document. The structure at 200-202 Green Street should be referred to as the Giusti Building for its original owner and builder (this is the common practice for naming older structures). Philo Farnsworth was only one of a number of tenants in the building. Please correct the references to this structure." (Jonathan Malone)

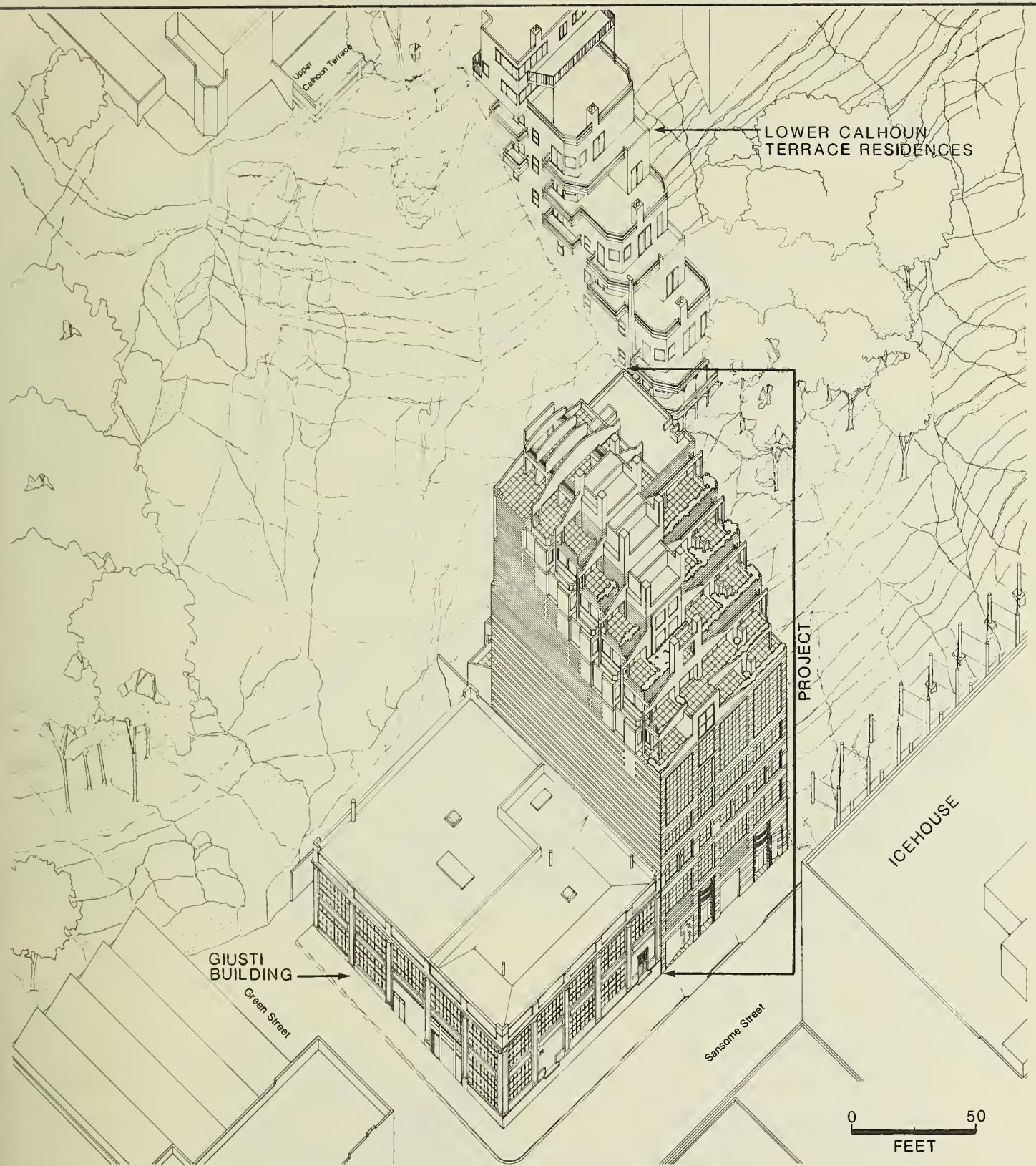
Response

The structure at 200-202 Green Street was labeled the Farnsworth Building because Farnsworth's inventions at that location resulted in its historical status. Because it is common practice to name older structures after their original owners or builders, Figures 2 and 3, on p. 8 and 9 of the EIR, have been corrected to comply with this convention (see pp. 9 and 10 of this document). "(Giusti Building)" has been inserted between "Building" and "(California ... " on the second line of the last paragraph on p. 18 and on the second line of the last paragraph on p. 24.



● FIGURE 2: SITE PLAN

SOURCE
TAI ASSOCIATES/ARCHITECTS



● FIGURE 3: PROJECT DRAWING

SOURCE
TAI ASSOCIATES/ARCHITECTS

"Giusti Building" has also been inserted in place of "Farnsworth Green Street Laboratory" on the second line of the fifth paragraph on p. 36, and in place of "Farnsworth Building" on p. 39, paragraph 2, line 10; p. 52, paragraph 3, line 13; and p. 60, paragraph 2, line 7. The Giusti Building is not labelled on p. 72.

ICE HOUSE BUILDING COVERAGE

Comment

"P. 7. The Ice House doesn't cover the entire block." (Jonathan Malone)

Response

Figure 1, p. 7 of the EIR has been corrected to accurately reflect the location of the Ice House (see Figure 1, p. 12, of this document).

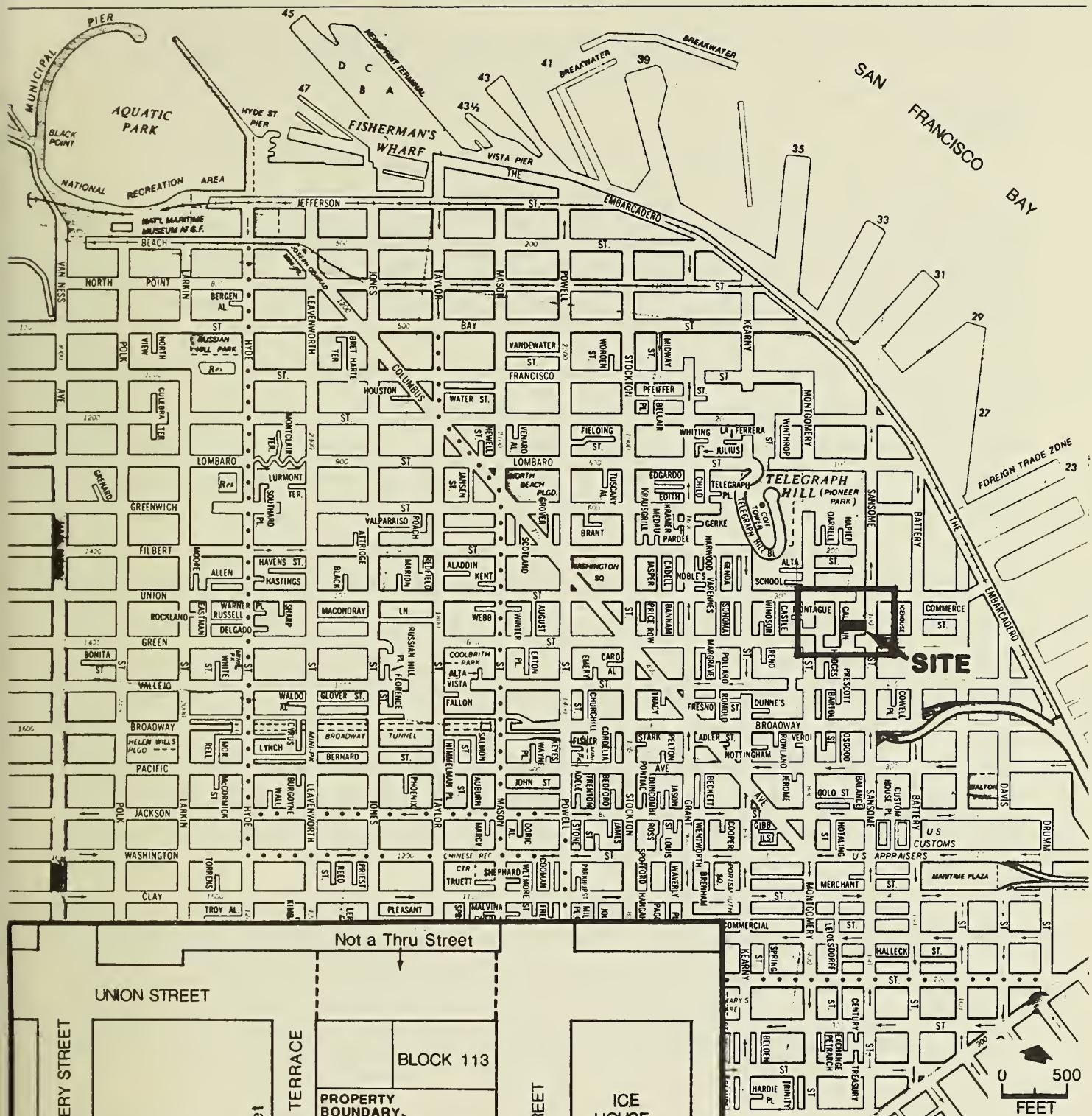
SPONSOR'S OBJECTIVES

Comment

"P. 6. 'Other project objectives include preventive maintenance ...' is certainly not one of the sponsor's objectives in general. It becomes an objective only when necessary because they're building a structure on the site. This language is not impartial, but rather self-serving." (Jonathan Malone)

Response

Sponsor's objectives are provided, as required from the sponsor, by the California Environmental Quality Act. The sponsor's objective of "preventative maintenance of the deteriorating cliff face on the site property for safety and liability reasons" has been deleted from p. 6 of the EIR. This objective is secondary to providing office space for the sponsor.



● FIGURE 1: SITE AND PROJECT LOCATION

Base Map of San Francisco reproduced by permission of the California State Automobile Club, copyright owner.

DEVELOPMENT OF ALL ALLOWABLE AREA ON THE C-2 PORTION OF THE SITE

Comments

"The commercial nature of this project ostensibly halts with the start of the condominiums yet it is plain that the entire project is commercial; no benefit from the merger of the lots can be gained through an increase in height allowance otherwise. This is shown by the alternative in the EIR for a smaller office building (p. 70) where the true basis for the merger of the lots is alleged to be the economic non-feasibility of a non-condominium project. This argument begs the issue of whether maximum economic use is permitted under the law of all persons' real property. It is not under the code - otherwise it would swallow the entirety of the code with exceptions. ... [T]he proposal also seeks to combine a C-2 parcel with an RH-3 parcel in a location where the zoning law plainly prohibits such merger." (Jane Winslow)

"I am curious about the RH-3 commercial relationship as well. [The building] can't be there unless it uses the other lot, unless it uses the R-3." (Susan Bierman)

"That transfer could be done without application of conditional use?" (Toby Rosenblatt)

"The second general issue is the validity of combining the allowable residential densities of C-2 and RH-3. If RH-3 density only were allowed the number of units would be 12, or approximately two less units." (Rai Okamoto)

"We also question the legality of taking residential units which are assumed to be buildable on the RH-3 portion of the lot and merging them with those that are buildable under the C-2 portion of the lot. We'd like to have that clarified, if we could, because the EIR did not cover that particular item; it simply assumed that that could be done." (Robert Armstrong, Joe Del Valle)

Response

Reference to 'commercial' regarding the project refers to office use only; therefore, the lower portion of the building, as office, is commercial, and the upper portion, as condominium dwelling units, is residential. No increase in height is gained or

requested by the sponsor through transfer of permitted developable area from the RH-3 portion of the site on the C-2 portion of the site. No exceptions to the height or floor area requirements are requested by the sponsor for the project. The sponsor's reasons for rejection of alternatives are presented as the sponsor's opinion.

The question of legality of consolidating allowable residential units from the RH-3 portion of the lot on the C-2 portion of the lot was addressed by Robert Passmore, Assistant Zoning Administrator for San Francisco at the July 14, 1983 public hearing on the project.

In summary, Mr. Passmore explained that, in terms of height, an 84-foot building is permitted on the lot whether or not it incorporates development area from the RH-3 zoned portion of the lot. On the transfer of development from one district to another, the Code allows a transfer of development from a more-restrictive district to a less-restrictive district, but limits transfer of development area to the more-restrictive district only to the extent allowed in the more-restrictive district. The dwelling unit count permitted in the residential area can be transferred to the commercially zoned area. The basis of the transfer as determined by the Zoning Administrator is the one unit for each 1,000-square-foot of lot area density limitation, as opposed to minimum limitations allowed in an RH-3 district of three units per lot. The developer is transferring the 6.3 units allowed in the RH-3 District based on this determination onto the C-2 zoned portion of the site; the number of units permitted in the C-2 District is thus increased by the six from the RH-3 portion.

C. LAND USE AND ZONING

MEASUREMENT OF BUILDING HEIGHT UNDER THE PLANNING CODE

Comment

"The building is actually 120 feet high, not 84, measured from the ground floor. Adding rooftop patio trellises, stairway, elevator and chimney structures, it is 140 feet above Sansome." (Robert Armstrong, Joe Del Valle)

"Page 18. How can 40-X allow the residential portion height when excavation puts the base at street level? Shouldn't measuring start at the excavated level?

"Page 12, the first long paragraph. If the hill is to be excavated, please explain why measuring of height, particularly in the RH-3 area, can reach 120 feet, starting from the level site, because they are excavating the whole hill, and ... why is it being measured the way it's being measured?

"[W]hy is [the measuring of this building] 84 feet instead of 40 feet? I don't think it's an 84-foot limit in the residential [zone], but I may be wrong. None of that is clear. And by this page 18, I still don't know whether they're using 40 or 84 feet. I think maybe they're using 84 feet, but I don't know why they don't use 40." (Susan Bierman)

Response

The eastern (C-2) portion of the site is zoned for a maximum building height of 84 feet; the western (RH-3) part of the site is zoned for a maximum building height of 40 feet. Most of the project would be constructed in the 84-foot height limit area. Some terraces and a portion of two residential units would be constructed in the 40-foot height limit area. These portions of the structure would not exceed 28 feet in height. The zoning and height and bulk districts on the site are shown on Figures 8 and 9, pp. 17 and 19 of the EIR, and discussed on p. 6, paragraph 2. The project would not exceed 84 feet in the 84-foot height limit area, and would not exceed 40 feet in the 40-foot height limit area.

The highest point of the proposed project (at the rear of the building) would rise approximately 136 feet above its Sansome Street frontage (up to 16 feet of chimney and parapets are exempt from the height limitation). However, after excavation, the project would not rise over 84 feet above the average of the existing slopes. In accordance with Sections 260 of the Planning Code, measurement of the project's building height should use the existing slopes as the base data. Because the project would not, at any point, rise over 84 feet above the existing topography it complies with the 84-foot height limit. Section 260(b) states that chimneys, elevators, stairs and visual screening for mechanical features, up to a height of 16 feet, are exempt from the height limit. All project features covered by these exemptions would remain within the prescribed limit.

HEIGHT AND BULK LIMITS

Comment

"The facts of this proposal are clear. It's based on a fiction. The fiction is a design envelope pushed outside the limits of the City Codes in order to accommodate a developer's demands." (Robert Armstrong, Joe Del Valle)

Response

The project would be in compliance with all applicable provisions of the City Planning and Building Codes except those pertaining to the number of parking spaces to be supplied by a project. The height, bulk, and number of dwelling units in the proposed structure are within the limits set forth in the Planning Code. The rear portion of the lot would be undeveloped. The total building envelope permitted on site under the Planning Code would be approximately 69,300 sq. ft.; the project proposes a total of 51,800 gross sq. ft. of floor area, or about 75 percent of the total permitted floor area.

BUILDING HEIGHTS IN VICINITY

Comments

"[Please provide] a map of the surrounding areas, showing not only the height limits for the district, but also the actual heights of the structures in there. Somewhere there should be a map showing the heights of the surrounding buildings, including those on Telegraph Hill.

"Most of the references to the garage adjacent to the Ice House leave the impression that the garage is as high as the Ice House. The one instance of citing the height of the garage leaves the impression that the 3rd story penthouse covers the entire area. I believe the Ice House does exceed the height limit for that site." (Jonathan Malone)

Response

A map of the heights, in feet, of surrounding structures has been added to the EIR as Figure 9a, p. 19a, and is included here on p. 18. It should be noted that because of large variations in ground level due to topographic features, the height of buildings cannot always be compared.

The northern portion of the Ice House is 84 feet high. This building is in the 84-X height limit area; it is in compliance with this height limit. The building adjacent to the Ice House is about 23 feet high on the Sansome Street frontage, rising to about 48 feet high for the third-story penthouse.

REAR YARD

Comment

"I have never heard of us not considering a rear yard as part of the building. It is certainly part of the project. Are they using any of the RH-3 as their open space, as their rear yard?" (Susan Bierman)

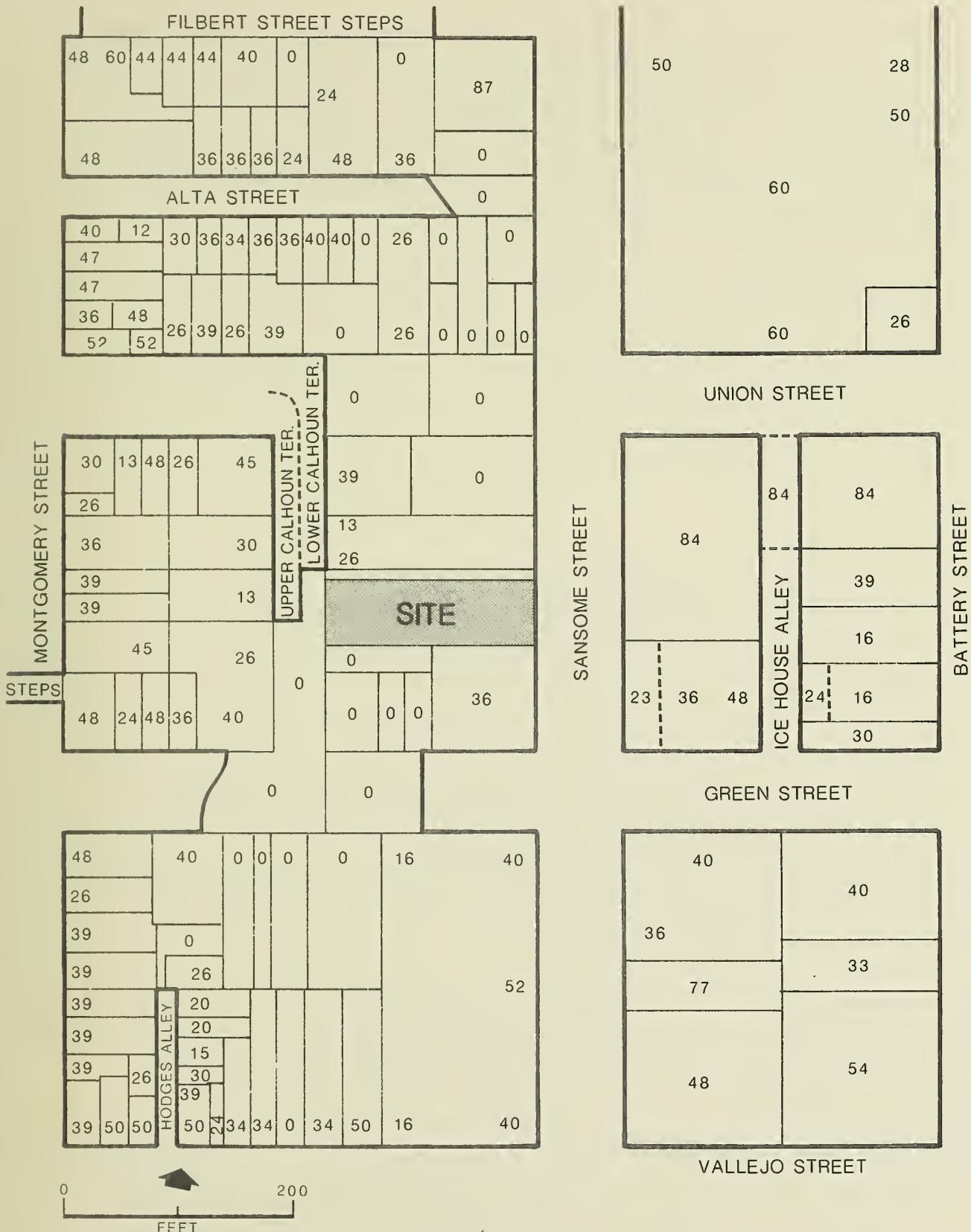
Response

The project includes the RH-3 area as open space; however, the building itself is almost entirely limited to the C-2 portion of the site. The location of a rear yard, even if within a different zoning district, does not affect the dimensions of a proposed structure. A rear yard is not considered part of a building under the Planning Code.

OPEN SPACE CLASSIFICATION

Comment

"Since the residual open space (the RH-3 portion of the lot) is inaccessible from either Sansome or Calhoun Terrace and of questionable use because of its steep slope and geologically unstable nature, would it really have any legitimate zoning status?



● FIGURE 9a : BUILDING HEIGHTS (IN FEET)
IN THE SITE VICINITY

SOURCE: SAN FRANCISCO DEPARTMENT OF CITY PLANNING
AND ENVIRONMENTAL SCIENCE ASSOCIATES, INC.

VIII. Summary of Comments and Responses

"A[n] issue is whether the intention of this open space is an urban design benefit to anyone other than the developer. It may be unusable, is more difficult to build on (slope, access), results in a higher building than would otherwise be proposed, is only a secondary element in the view "fan" from 38-52 Calhoun." (Rai Okamoto)

"The EIR has obscured the value of the cliff by the preposterous claim that the cliff would remain open space. Since the unbuilt RH-3 portion of the lot counts as back yard for the proposed condominiums, what's open about it? . . . Further, the building would conceal most of the cliffs, except when viewed from the air. That's hardly open space." (Robert Armstrong, Joe Del Valle)

Response

'Required open space', as defined by the City of San Francisco Planning Code, Article 1, Section 102.16 and Section 135 includes required front setbacks, side or rear yards, courts, usable open space or other open areas, and need not be publicly accessible. While the open space to be included as part of the project would not be publicly accessible, it would provide other open space values, including habitat protection and continued unobstructed public views from Calhoun Terrace and views of the top of the undeveloped cliff. This area is considered open space because it would not be developed. By building the total permitted allowable area of the RH-3 zone in the C-2 zone of the site, the owner would relinquish the right to develop this open space in the future.

The use of the western portion of the lot as open space does not necessarily result in a higher building than would otherwise be proposed; the maximum allowable building height for the site is discussed on p. 14 of this document, in the response under the subheading, Measurement of Building Heights Under the Planning Code.

Page 34 of the EIR discusses the project's impact on views of the cliffs. The project would obstruct some views of the cliffs from immediately north of the site. The project would also partially obstruct long-range views of the cliff area just north of the site from the southeast, but the preserved cliff at the rear of the site would remain visible. Some views from the Bay Bridge would be obstructed, especially of the lower areas of the cliffs. Short-range views of the cliff from Sansome Street

would be partially blocked. Figures 18b and 18c, pp. 21 and 23 have been added to this document in response to comments on visual impact, pp. 32 - 42 and as pp. 38b and 38c of the EIR to better show the exact amount of cliff that would be blocked when viewed from various angles. Figure 11b, p. 22 has been added as p. 22a of the EIR to show the existing view of the project site from Sansome and Green Streets. The open space provided by preservation of the cliff face is a secondary element of the view from 38-52 Calhoun St., but retention of the cliff as open space protects public views from Calhoun Terrace as well as views of the cliff from a distance.

Figures 18d and 18e, pp. 38d and 38e have been added to the EIR to show the effect of the project on the views from 38 Calhoun Terrace, and are included in the responses to comments on visual quality, pp. 24 and 25 of this document. Figures 13b and 13c (pp. 26-27) have been added as pp. 25b and 25c of the EIR to show existing views from 38 Calhoun Terrace.

HISTORIC IMPORTANCE OF THE NORTHEAST WATERFRONT

Comment

"P. 15, para 4, sentences 2 and 3 rewrite: It was approved by the Board of Supervisors on April 4, 1983, effective May 8, 1983. A proposal to designate the Telegraph Hill Cliffs as a landmark was heard by the Landmarks Preservation Advisory Board on December 1, 1982; pending City attorney's opinion on the applicability of Article 10 to vacant land, the proposal will be reconsidered by LPAB for possible initiation of designation." (Jonathan Malone)

"Could we, when we do the Comments and Responses, give a current statement on the Historic District Status?" (Toby Rosenblatt)

"P. 18 Para 3, Sentences 1 and 2: The Northeast Waterfront was proposed as a historic district based on the significance of the area for the role it played in the maritime history of the city during the period 1850-1945. The objectives of the Northeast Waterfront Historic District are to protect the unique character of the area and preserve its architectural heritage. (delete remainder) (Rewrite next sentence to match tense)." (Jonathan Malone)

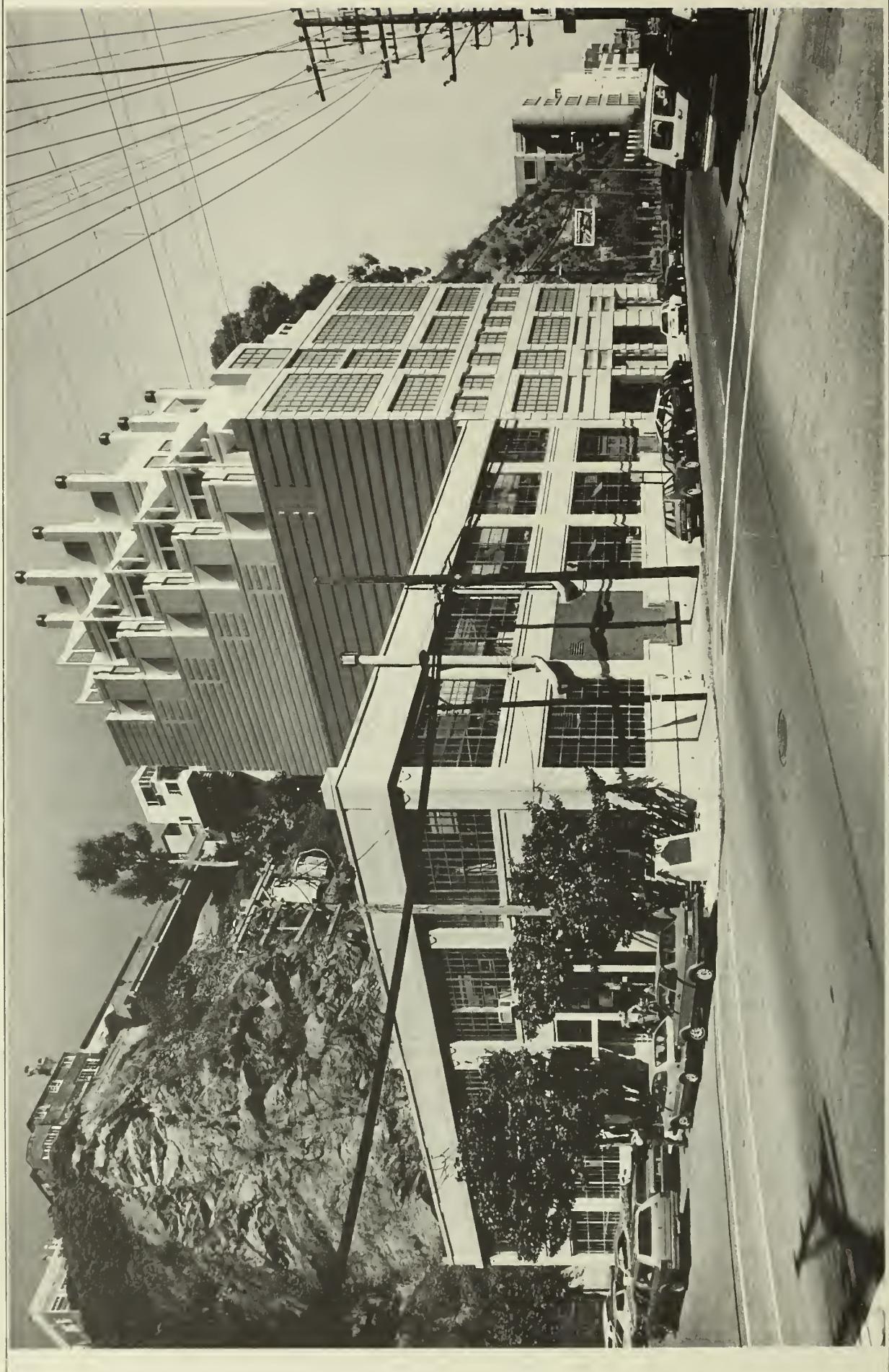


FIGURE 18b: PHOTOMONTAGE OF THE PROJECT
FROM GREEN AND SANSOME STREETS

FIGURE 11a: VIEW OF THE PROJECT SITE FROM
GREEN AND SANSOME STREETS



CALHOUN
TERRACE
APARTMENTS

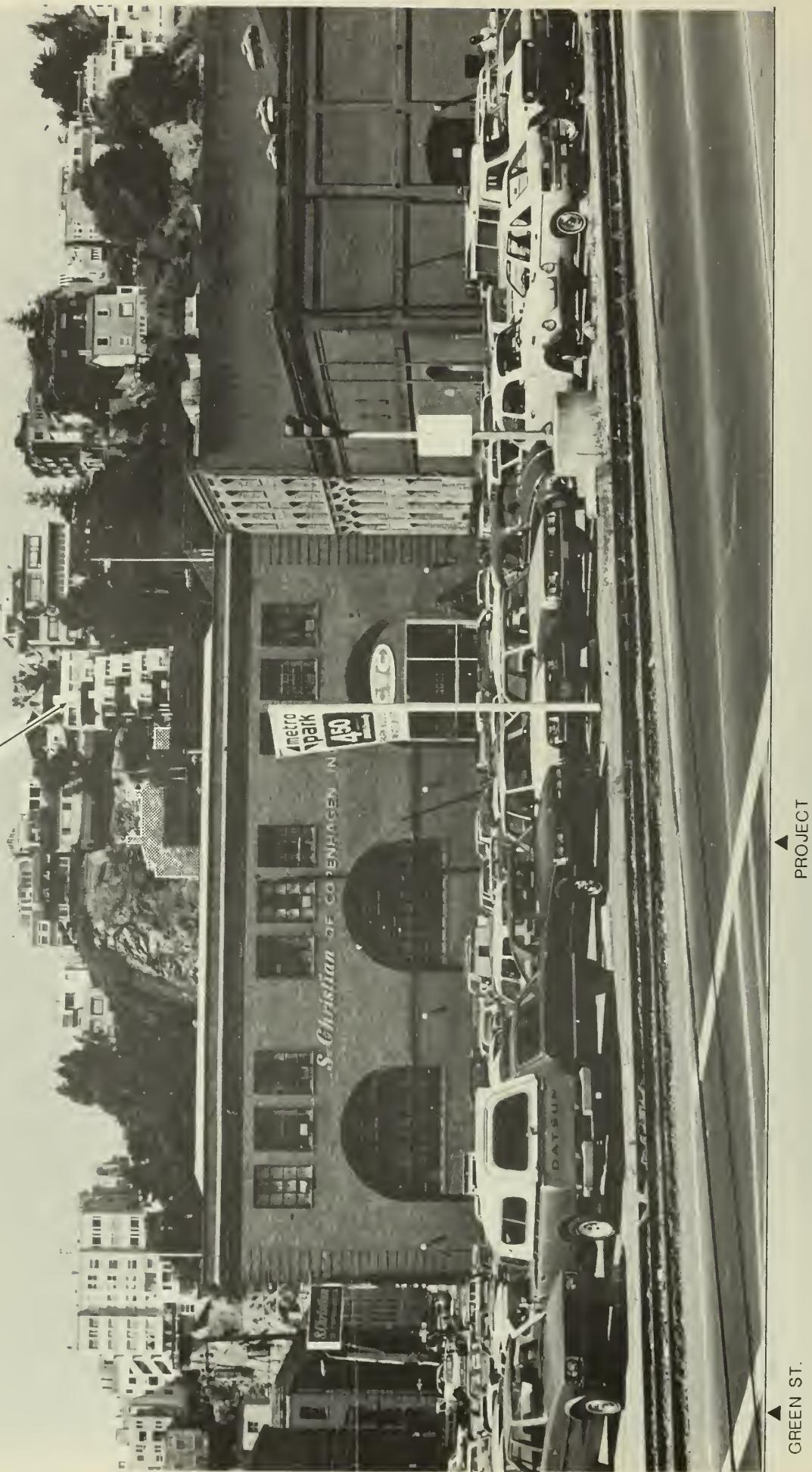


FIGURE 18C: BUILDING OUTLINE MONTAGE OF THE PROJECT
FROM THE EMBARCADERO AND GREEN STREET

SOURCE
GERALD RATTO AND ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



FIGURE 18d: PHOTOMONTAGE OF VIEW TO THE EAST WITH PROJECT FROM 38 LOWER CALHOUN TERRACE RESIDENCE

SOURCE
GERALD RATTO



FIGURE 18e: VIEW TO THE SOUTH WITH THE PROJECT
FROM 38 LOWER CALHOUN TERRACE RESIDENCE

SOURCE
GERALD RATTO



FIGURE 13b: VIEW TO THE EAST FROM
38 LOWER CALHOUN TERRACE



FIGURE 13c: VIEW TO THE SOUTH FROM
38 LOWER CALHOUN TERRACE RESIDENCE

SOURCE
GERALD RATTO

Response

The discussion in the cited paragraph of the proposal to designate the cliffs of Telegraph Hill as a City Landmark has been updated with the addition of the following phrase in place of the existing language after "December 1, 1982;":

"pending the City attorney's opinion on the applicability of Article 10 to vacant land, the proposal will be reconsidered by the Landmarks Preservation Advisory Board (LPAB) for possible initiation of designation."

To update the status of the Northeast Waterfront District the following phrase has been added on the third line of the third full paragraph on p. 15, in place of the portion of the sentence following "and" after "April 4, 1983 and ...":

"became effective May 8, 1983."

On p. 18, paragraph 3 has been changed to read as follows:

"The Northeast Waterfront was proposed as a historic district based on its significance in the maritime history of the city during the period 1850-1945. The objectives of the Northeast Waterfront Historic District are to protect the unique character of the area and preserve its architectural heritage. Historic District status protects individual buildings from demolition or alteration, provides a framework for private rehabilitation within appropriate controls and encourages development of vacant properties in accordance with the design character of the area."

LANDMARK SIGNIFICANCE OF TELEGRAPH HILL CLIFFS

Comment

"As you know, the Landmarks Board has requested, through the Zoning Administrator, an interpretation of Article 10 as to whether we can designate vacant land, for its importance as vacant land. That City Attorney opinion is still pending." (Jonathan Malone)

"In terms of the landmarking of the hill, of the open space, it is ... not merely the open space that is in question, but the significance of the activity that took place on that hill, or that hill's significance in the history of San Francisco that makes it a landmark.

"Ships came to San Francisco laden with goods and had to return with a very small volume of gold and make a long voyage ... essentially empty of goods. The gold that paid for those goods was very small in volume. So they took part of this hill as ballast so that they could make it back home.

"So the hill is not merely a hill, but is essential to whole history of how California developed, and it's a sense of who we are. If any part of San Francisco is connected to our history, that hill is connected to our history. That hill was an essential part of the history of San Francisco, the economic struggle of San Francisco.

"So [in] your deliberations of landmark status [it] is not merely open space that we are speaking about; it is an attempt to preserve intact one of the major landmarks in San Francisco history. It is not merely open space but is the site of an economic activity which we all should preserve so that we have an understanding of where we came from. People can't appreciate their present or plan for their future without a sense of their past. And that hill and the ballast that was taken from that hill is our past.

"And I think that as we look for landmark status, that is what we are landmarking, not merely a void, not an open space, but human activity." (Jerome Klein)

"I want to send in evidence as an illustration what the cliffs of Telegraph Hill are really like, and this is the San Francisco Chamber of Commerce book which was dated March 1983 and features Levi's Plaza, which it says is 'tailor-made for Telegraph Hill.' It goes on to explain how Levi Plaza allows the view and how it is stepped up, ... in this photograph, it is very clear why the cliffs are a natural feature known to every visitor to San Francisco. Everybody who takes a Bay cruise knows this. All the tourist literature features this sort of thing, with the background of Coit Tower behind it.

"It is a natural feature to the extent that there are those of us who are now attempting, whether we can do it or not, to have the cliffs designated as a historical landmark because we feel they are so important." (Toby Bloxam)

Response

The pending decision by the City Attorney on designation of vacant parcels of land as City Landmarks is discussed on p. 16 of the EIR with the addition of the following sentence at the end of the last paragraph on that page:

"The Landmarks Preservation Advisory Board is awaiting a City Attorney decision on whether or not vacant land can be designated a City Landmark."

A brief overview of the historic and architectural importance of the Telegraph Hill area is given on pp. 24 and 26 of the EIR. The following paragraph has been added between the first and second paragraphs on p. 26 to more clearly describe the historic and visual importance of the Hill:

"Telegraph Hill and its cliffs have been a prominent feature in San Francisco since the City's earliest days, and are considered an important symbol of San Francisco. They are being considered for Historic Landmark Status because, as a prominent topographic feature of the City. The hills and cliffs have served as observation points and locations of many significant events in the City's history. In addition, the cliffs are associated with individuals active in the early development of the City, including the Gray Brothers, who operated a highly controversial quarry on the project site. The cliffs are also significant because part of their formation was used as ballast for San Francisco's early trading vessels."

The following sentence has been added to the end of the second paragraph on p. 20 to emphasize the visual importance of the cliffs and Telegraph Hill:

"Telegraph Hill, and the cliffs on its flanks, are well-known and prominent features in the San Francisco landscape."

REVIEW OF PROJECT APPROVAL BY THE CITY PLANNING COMMISSION

Comment

"The project does require Certificate of Appropriateness for the Northeast Waterfront Historic District, which runs along the base of the property, including the C-2 zoning. Is it [the project approval] not to come to us unless we ask for discretionary review? ... I would like it somewhere that it should come under discretionary review." (Susan Bierman)

Response

The requirement for a Certificate of Appropriateness is discussed in the last paragraph on p. 15 of the EIR.

The Planning Commission must approve a Certificate of Appropriateness for the project. Discretionary Review gives the Commission the power to approve, disapprove, or modify a project. Discretionary review may be appealed to the Board of Permit Appeals while a Certificate of Appropriateness is appealed to the Board of Supervisors.

The Zoning Administrator has determined that an application for conditional use is not necessary for this project. The project will be brought before the Planning Commission for consideration of Discretionary Review of the building permit application.

The following sentence has been added to the end of the first full paragraph on p. 15 of the EIR:

"After certification of the EIR, the project will be brought before the Commission for consideration of Discretionary Review of the building permit application."

D. VISUAL QUALITY

BLOCKAGE OF VIEWS OF THE CLIFFS

Comment

"P. 35. There should be a view (photo montage) from Sansome in front of the project, and also a view from the north looking south.

"P. 2. There should be a view of the site itself from the east side of Sansome.

"There was concern for how much of the view actually would be blocked of the cliffs. Request for additional photographs and sketches on that.

"P. 37. Do these photos indicate the site properly?

"P. 2. Para 2, Sent. 2: 'Partially block' is inappropriate. The project will completely block the lower views of the hill. 'Short range views directly across from the site' would see no hill at all. The EIR should differentiate between views of the lower hill, the quarried cliff, which will be completely blocked, and views of the upper portion which will still be seen from some angles.

"P. 34. 'partially block' -- same comment as previous. Clarify: 'the cliff ... is not visible beyond a short [what is short?] distance to the north...' Photo to illustrate this point. The sense is that the building would have the effect of blocking views of the hill." (Jonathan Malone)

"We ... need a clearer, closer view of the site as it is, the quarry, and how much of it will be blocked from view, both across the street and from freeway vantage points and from ships in the Bay. It's really very difficult from this EIR to tell what's going to happen to the cliff or to the hill visually."

"This EIR avoids giving a close up, clear picture of the impact of this building. They do a lot of photographs and they do a lot of drawings, but you can't get the real picture. There are distance things, and that is probably necessary, too. But it just seems to be that there is a way to show, and they have taken the way not to show, what the effects are going to be.

"It's possible that there should be a photograph, like page 38 photograph, which shows the rear of this building, and it is a rather large picture of the building, and it's kind of taken from the west, looking east. It's possible there should be that kind of photograph taken so that you're looking perhaps northwest from street level, which really shows what the building in its perspective, what it really looks like. Because most of the photographs, most of the drawings just show it sort of nestled in there, indistinguishable, not causing much of a problem. And I think that that's very misleading.

"Page 21. We should have a photomontage on this page. The view is different than the page 23 photomontage. I don't know why they used those two different views. And one is closer than the other. Page 21 seems closer, so a building montage on this page in proper perspective would be bigger, and hopefully it would give a better picture of the impact." (Susan Bierman)

"The EIR conveniently showed a photomontage from the freeway. If you were to take the freeway, you could probably see portions of that cliff after the building were built, but you would not be able to see it from most of Sansome." (Robert Armstrong, Joe Del Valle)

Response

Figure 17, p. 37 of the EIR contains a photomontage of the project as viewed westward from the Embarcadero Freeway. Figure 16, p. 35 of the EIR, is a photomontage of the project looking northwest on Sansome Street, approximately two blocks south of the project site. The project would have very little impact on views of the cliff from this viewpoint. As one moves closer to the project on Sansome Street, views of the cliff are partially obstructed by other structures on the west side of the street. The project would be most obstructive of views of the cliff from directly across Sansome Street, where it would fill in a vacant view corridor and entirely block views of the cliff directly behind the project from that vantage point. The photomontage on p. 37 (Figure 17) accurately shows the site from the Embarcadero Freeway. Additional photomontages of the site from the south and from directly across the street have been added in this document, on pp. 7 and 21 (pp. 18a-18b in the EIR). A photograph of the vacant site from directly across Sansome Street has been added to the EIR, p. 25a (see p. 38 of this document) as Figure 13a.

Figure 18c, p. 23 of this document has been added to the EIR (p. 18c) to better show views of the project site from the Embarcadero.

It should be noted that the photomontage from directly across the street from the project site is misleading since it is not possible for a camera lens to capture, without distorting size, shape, or visual importance, the outer limits of what the eye can see. A person actually standing on Sansome Street before the project would be able to see a broader view than shown in the photomontage.

There are no photomontages on Figures 10 and 12, pp. 21 and 23 of the EIR, because these are designed to show the site setting, without the project. The two views presented in these figures were selected as representative mid-range views of the project area from the east and southeast.

A photomontage of the project was inserted in the Figure 12, p. 23 view and it is contained in Figure 17, p. 37 of the EIR. A photomontage of the project inserted in the view shown on Figure 10, is given on p. 36 of this document and has been added to the text as Figure 16a, p. 36a.

The third sentence of paragraph 2, page 34 has been revised to read as follows:

"The proposed project would block views of the lower portion of the hill and quarried cliffs from pedestrian and elevated views directly across from the site and for a short distance along Sansome Street to the south."

The word "partially" has been deleted from the above paragraph. Extensive quarrying was done on the project site by the Gray Brothers at the turn of the century, ending in 1914. The cliffs immediately north of the project site were not quarried as extensively and extend further east, blocking the view of the western portion of the project from the north (see Figure 16b, p. 37 of this report which has been inserted in the EIR as Figure 16b, p. 36b). The building would block views of the cliffs from the south and east, which are currently unobstructed, in addition to removing further material from the mass of the cliffs.

The first sentence on p. 2, paragraph 2 has been revised for clarity as follows:

"The proposed building would block views of the lower portion of the hill and quarried cliffs and partially block views of upper areas of the cliff from short-range (1-2 block radius) views ..."

EFFECT OF THE PROJECT ON VIEWS FROM CALHOUN TERRACE

Comments

"[On] p. 38. There should be photomontage of the view from Calhoun Terrace to the south. This draft EIR says this view would be affected."

"[On p. 24, paragraph one] Although the statement: '... view of the Financial District ...' is appropriate at this point, somewhere there should be information on the obscuring of these views of the project. There should be a photo looking south from Calhoun Terrace (see photo p. 25)." (Jonathan Malone)

"In general, I don't believe there is clear and sufficient information to determine how much blockage of views from 38 - 52 Calhoun Terrace would result. What little topographic information there is seems at odds with assertions as to the proposed building height." (Rai Okamoto)

"On page 2, [the EIR] talks about residents' views being blocked, but it doesn't say how many residences or how much the blockage is. ... I think we need a photo of what view will be blocked from those residences. I think it's a view of the south." (Susan Bierman)

"[T]he EIR omits analysis of views from Calhoun Terrace Apartments or from Lower Calhoun Terrace to determine the extent to which views would be blocked by the building of people living in Calhoun Terrace Apartments and the extent to which views would be blocked above the cliffs from Sansome Street or other points at the street level in the City." (Robert Armstrong, Joe Del Valle)

▲ PROJECT
FIGURE 16a: PHOTOMONTAGE OF THE PROJECT LOOKING NORTHWEST
FROM AN EMBARCADERO OFFICE BUILDING

SOURCE
GERALD RATTO



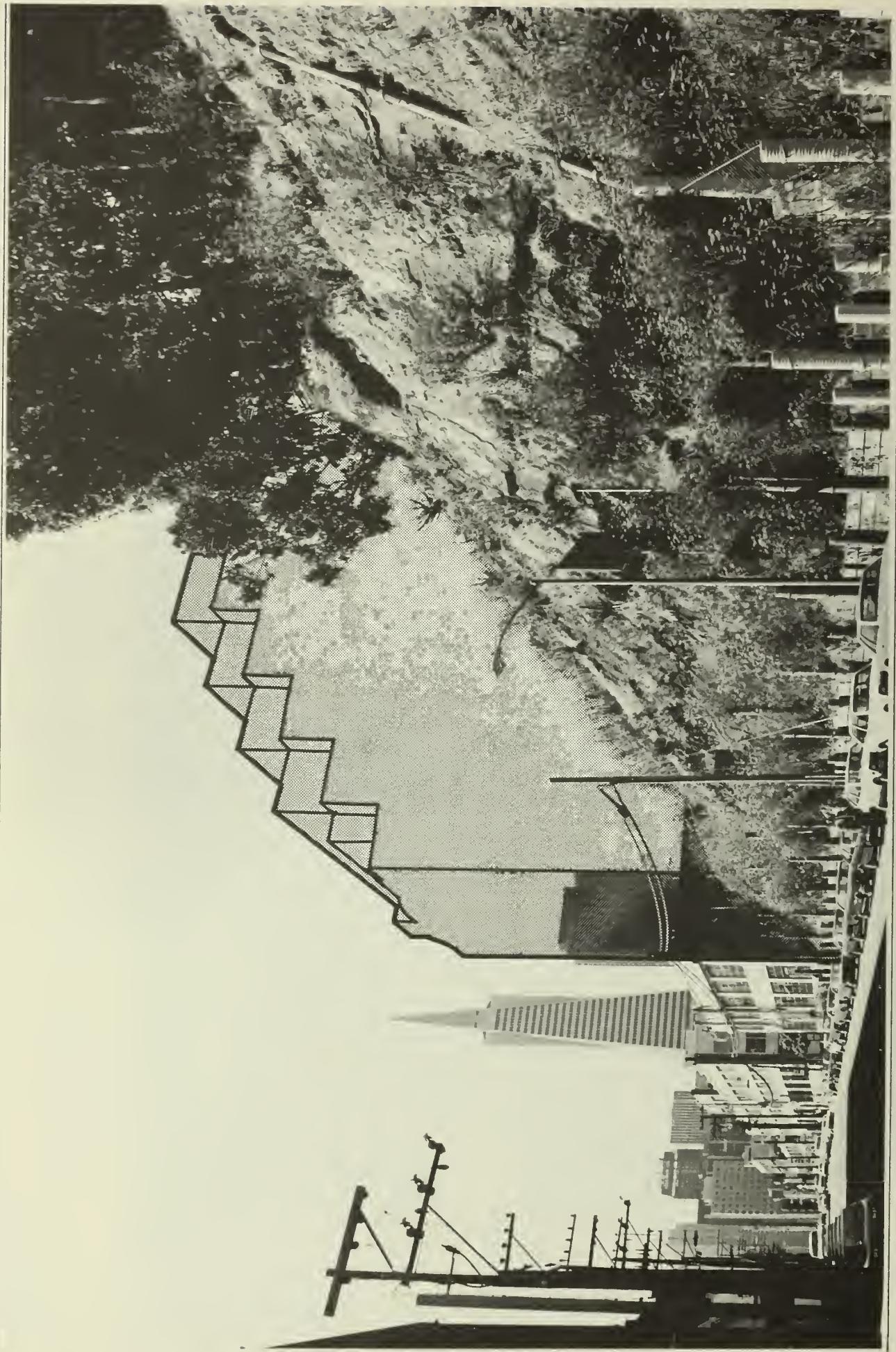


FIGURE 16b: BUILDING OUTLINE MONTAGE OF PROJECT
FROM SANSOME AND UNION STREETS

SOURCE
GERALD RATTO AND ENVIRONMENTAL SCIENCE ASSOCIATES, INC.



FIGURE 13a. VIEW OF SITE LOOKING WEST
ACROSS SANSOME STREET

Response

The second, third, and fourth paragraphs on p. 36 of the EIR contain an analysis of the project's impacts on views from Calhoun Terrace Apartments and from Lower Calhoun Terrace Apartments. San Francisco's urban design policies as reflected in the Master Plan demonstrate a concern for protection of public (rather than private) views. Similarly, in the environmental review process, study of potential environmental impacts is generally limited to obstruction or degradation of public views on scenic vistas. The additional photomontages discussed below illustrating potential impacts upon private views have been added to the EIR in response to requests of commentors on the DEIR. These paragraphs discuss which views would be blocked from various portions of Upper and Lower Calhoun Terraces.

- The following will be inserted before the last sentence of the second paragraph on page 36 of the EIR:

"Views to the southeast from the unit above the two lowest Calhoun Terrace Apartments would be obstructed almost as much as that of the lower units by the penthouse level of the project. However, since this level steps in on the east about 20 feet, view loss would be reduced accordingly. The unit just above this one (these two units make up the second step of the three steps of Calhoun Terrace) would have views interrupted by the arbor arches atop the penthouse. The largest of these is about 50 feet long in the arch. The others are about 18 feet long. The arbors are about six to eight inches thick."

Obstruction of views of the cliffs from Sansome Street by the project is discussed on p. 34, paragraph 2, is shown in Figure 16, p. 35 of the EIR, and is addressed in the previous response. The project would not affect views of the Financial District from Calhoun Terrace. Three additional photomontages have been added to the EIR to better portray the project's impacts on views; Figure 18d, p. 24 (p. 38d in the EIR) shows the project's impact on views from Calhoun Terrace residences, and Figure 18a, p. 7 (p. 38a in the EIR) and Figure 18b, p. 21 (p. 38b in the EIR) shows the impact of the project on views of the cliffs from Sansome Street. Views of the cliffs are further discussed in the response to comment under the subheading Blockage of Views of the Cliffs, p. 32 of this document.

EFFECTS OF THE PROJECT ON THE NORTHEAST WATERFRONT HISTORIC DISTRICT

Comment

"The [Northeast Waterfront Historic] District boundaries should be given. The Urban Design section implies that much new development has taken place within the District. The implication is that there are many precedents. There are no 'new residential mid-rises' within the District. This section is not impartial but self-serving." (Jonathan Malone)

Response

The boundaries of the portion of the Northeast Waterfront Historic District in the immediate project vicinity are shown in Figure 8, p. 17 of the EIR. The following sentence has been added at the end of the second paragraph on p. 24 to include the borders of the Northeast Waterfront Historic District:

"The boundaries of the Northeast Waterfront Historic District are Union Street to the north, the Embarcadero to the east, Broadway on the south and a line running about 700 feet west of Sansome St. on the west."

The third sentence of the third paragraph on p. 24 of the EIR has been revised to read:

"New residential construction is to the north of the project site (101 Lombard, and Telegraph Landing Condominiums), outside the boundaries of the Northeast Waterfront Historic District."

CUMULATIVE DEVELOPMENT OF CLIFFS

Comments

"P. 20. Differentiate those developments which abut or cut into the hill (only Gerson Bakar's office, to date) and those that sit off the hill but obscure views. Add underlined: 'Views from those points of the vertical face of the eastern and ...' This section is self-serving: it makes it sound as though it's acceptable to obscure the face of the hill because it's already been done. The issue is actually cutting into the hill and obscuring the view by a building.

"P. 45. This map, or some other, should indicate the cliff line in order to show those developments which cut into the cliff and those which do not. Is 1299 Sansome properly sited? Doesn't it come out to the lot line?

"[On] p. 26 para. beginning: 'Views of Telegraph Hill ...' is, again, self-serving. See previous comments. Clarify: projects abutting hill, those not abutting, those in/out of District. Clarify status of projected projects such as Abbott Printing, Giusti and Cal Rossi's on the northern side. Because large expanses of them [cliffs] are undeveloped, is not entirely accurate given projected projects. Differentiate between base of cliffs and upper sections of hill." (Jonathan Malone)

"I think the urban design statements tend to ignore the cumulative impact of successive developments at the base of the cliff. The image of the cliff can only be maintained by keeping either the base relatively free of development, or the crest. If both top and bottom are developed there soon is little left to convey the image of the hill as generally perceived. (The Italian hillside concept won't work well here since the hill is generally too steep.)" (Rai Okamoto)

Response

The analysis of new development on the base of Telegraph Hill combines both projects abutting the Hill and those cutting into the hill so as not to underestimate impacts of new projects on the hill. The amended discussion on p. 20 of the EIR (p. 42 of this document) differentiates between new development which abuts Telegraph Hill and that which actually cuts into the side of the hill. The amended discussion on p. 24 of the EIR (see previous response) gives the boundaries of the Northeast Waterfront Historic District and states that no new residential buildings have been built within the District. The statement, "Because large expanses of them are undeveloped," is an observation of current status of the cliffs overlooking Sansome Street. The proposed development would change the cliffs' "undeveloped" status. Each new development blocks portions of the base of the cliffs while the upper portions are generally partially obstructed from certain viewpoints.

Development atop the cliffs predates the Second World War; aside from the proposed projects, most development on the Telegraph Hill Cliffs' eastern face has been on the upper sections of the hill (at or above the level of Calhoun Terrace).

A project had been proposed by the Abbott Corporation for the southwest corner of Green and Sansome Streets. This project has been withdrawn. An environmental

evaluation application has recently been submitted for a proposed project at the northeast corner of Sansome and Green Sts. No building application or other formal requests for approval have been submitted for this project. Consequently, the project is at too preliminary a stage to be considered in the analysis of cumulative impacts on the vicinity. No other permits for new construction are pending in the project vicinity which have not been considered in the analysis in the EIR.

The following has been inserted as the fourth paragraph on p. 39 of the EIR:

"Cumulative hillside development, both atop Telegraph Hill and along Sansome and Lombard Streets at the base of the hill, would tend to obscure the cliffs. The cumulative effect of the project, 1299 Sansome Street and 101 Lombard Street would be to reduce the physical and visual presence of the cliffs. New developments tend to block portions of the base of the cliffs entirely and partially obstruct views of upper portions of the cliff from certain viewpoints. Previous developments atop Telegraph Hill (e.g., Calhoun Terrace) have had a similar effect."

On p. 20, paragraph 3, sentence 2 has been changed to read as follows:

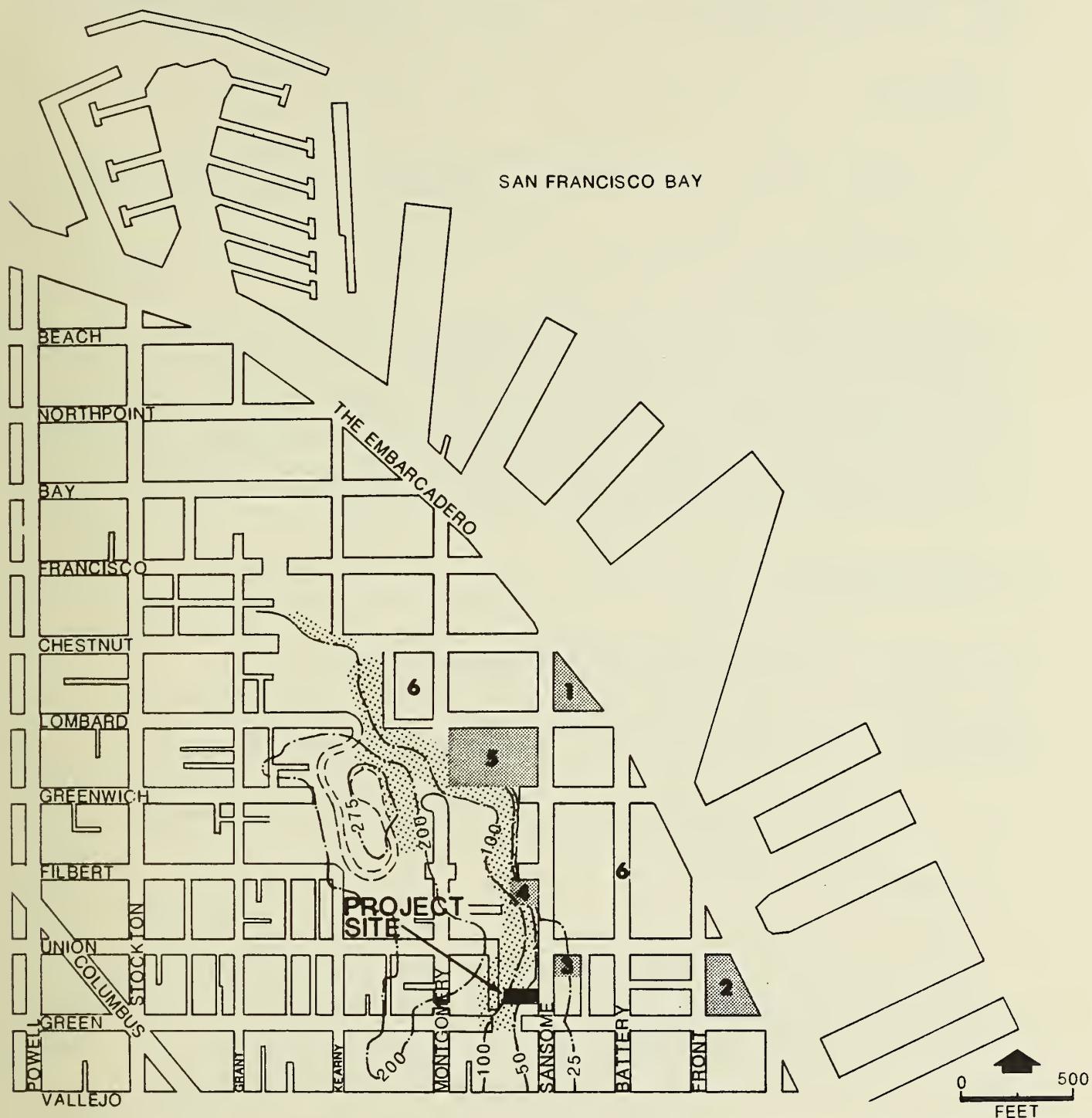
"Views from those points of the vertical face of the eastern and northern sides of Telegraph Hill have been reduced by cumulative developments which either abut or cut into the hill. Recent and ongoing projects abutting the hill include Telegraph Landing Condominiums and Telegraph Hill Condominiums. Projects built into the side of the hill include 101 Lombard and 1299 Sansome St."

Figure 19, p. 45 in the EIR, has been revised to show the cliff line and to accurately site the 1299 Sansome property (see p. 43 of this document).

SHADOWS

Comment

"The shadow diagrams in the initial study covered December, but I think because -- although it isn't going to be a used rear yard, as best I can tell, I think we ought to take



LEGEND

1 ROUNDHOUSE	4 1299 SANSOME	AREAS OF STEEPEST SLOPE
2 EMBARCADERO TERRACES	5 101 LOMBARD	
3 ICE HOUSE BUILDING	6 LEVI'S PLAZA	

another look at the shadow diagrams, if they impact the upper portions of the cliffs of the hill as well." (Toby Rosenblatt)

Response

The shadow diagrams in the Initial Study (pp. 103-104 in the EIR) are for 9:00 a.m. and 12:00 noon on December 22. Additional shadow diagrams for 8:00 a.m. on June 21, September 21, and March 21, have been developed, and are on file at the Office of Environmental Review, 450 McAllister St., San Francisco. These diagrams show that most of the project's early morning shadow would fall on the project's rear yard below the 120-foot contour line. A small portion of the project's shadow in March and September would fall on the adjacent lot to the north of the site. The project would not shade any balconies on the lower Calhoun Terrace Apartments during these months. Because of the angle of the sun later in the day, only early morning shadows from the project would fall in the direction of the rear yard.

E. URBAN DESIGN

REDUCTION OF THE APPEARANCE OF THE BUILDING MASS

Comment

"P. 39, par. 3 -- How to mitigate the mass from Calhoun Terrace?" (Rai Okamoto)

Response

Any building constructed on the project site would be visible from Calhoun Terrace. Alternative 2 is a smaller structure and would have less appearance of mass from Calhoun Terrace than the project.

WINDOWS

Comment

"p. 39, par. 2 -- No windows on the north facade would result in a bleak and barren surface when viewed from the hill dwellings to the northwest." (Rai Okamoto)

"Page 61. It [the EIR] says there are no windows ... [on] the rear terraces, which would be the western terraces. And it said there will not be windows because they don't want to bother residents above on Telegraph Hill. But I would presume, if there are terraces, there may be glass doors opening on to it, so I would like that clarified. It's hard for me to picture that the whole wall is going to be wood with a wooden door or some such substance instead of glass." (Susan Bierman)

Response

The project's lack of windows on its north facade is not a design decision but a response to requirements of the State Building Code under Title 24 of the California Administrative Code prohibiting lot line windows. The project design includes horizontal scores on the north wall to provide some architectural definition and visual relationship with nearby structures. The project would include glass doors on the terraces.

The fourth mitigation measure on p. 61 is inaccurate; it has been changed to read as follows:

"The project would be designed with rooms requiring the least glazing (i.e., bedrooms) located on the west end of the building to minimize west-facing windows."

PROJECT ROOFLINE

Comment

"P[age] 39. This dicussion is based on the inadequate drawing on p. 9, and therefore doesn't make much sense except intellectually. Please explain how the 'curved parapet roofline' that 'reflects the arch motifs ...!' (Jonathan Malone)

Response

The project's curved parapet roofline, as illustrated in Figure 18, p. 38 of the EIR, has been designed to reflect the arches found on brick buildings in the project vicinity.

The Ice House, east across Sansome Street from the project site, has elliptically arched windows on the third and fifth floors. In addition, buildings at 1000 Sansome St.; 945, 1050, and 1105 Battery St.; and 50-60 Green St. also have arched windows or other openings. The elliptically shaped parapet on the project would be similar to these window forms.

VERTICAL INTEGRATION

Comment

"P[age] 61. The para[graph]. dealing with different architectural detailing and stating that such would 'provide vertical integration' should not be a mitigation measure. There has been no definition of what it is mitigating. (The fact that the building is not in character with Telegraph Hill?)" (Jonathan Malone)

Response

The following has been added to the end of the third mitigation measure on p. 61 of the EIR:

"This measure would attempt to provide compatibility with the design of neighboring structures and reduce visual impacts of a new building in the Northeast Waterfront Historic District, and on the edge of the residential district atop Telegraph Hill."

COMPATIBILITY OF PROJECT WITH STRUCTURES ON TELEGRAPH HILL AND IN THE NORTHEAST WATERFRONT HISTORIC DISTRICT

Comment

"P[age] 39, par[agraph] 1 -- I would disagree that the residential design 'blend(s) with the buildings on the upper portions of Telegraph Hill.' The location, i.e., set on top of the office building, separates them from the tightly clustered small scale residential units of the hill." (Rai Okamoto)

"Also, more discussion of this question that design is transitional from the Northeast Waterfront Historic District up to the residential buildings. The phrase is 'from which to which, and how.' We would like more discussion of that." (Jonathan Malone)

Response

The EIR does not state that the project's residential design blends with buildings on the upper portions of Telegraph Hill but rather that they are designed to achieve that effect. Similarly, the offices would be designed to blend with the commercial structures along Sansome St. This language is meant to indicate the intent of the architect rather than the end result. The extent to which the architects' intentions are achieved is necessarily a matter of individual opinion.

In order to clarify this distinction, the third sentence of the first paragraph on p. 39 of the EIR stating that "the upper series of terraced residential floors are designed to blend with the buildings on the upper portions of Telegraph Hill" has been re-written as follows:

"The upper series of terraced residential floors are designed with the intent of blending with the buildings on the eastern slope of Telegraph Hill."

The second sentence on p. 39 has been revised as follows:

"The seven lower floors of parking and office space are designed with the intent of blending with the surrounding buildings ..."

The last sentence of the first paragraph on p. 39 has been similarly revised:

"The building would be designed with the intent of providing vertical integration ..."

The upper floors of the project are intended to blend with these buildings, but are limited in fully achieving this goal by the project's location at the foot of the hill. If the residential units were built on the hillside, they could blend more fully

with surrounding structures; however, they could result in greater overall environmental impacts. (See the response under the subheading "Hillside Alternative", p. 83 of this document for elaboration of these impacts.)

The office use on lower floors reflects non-residential, commercial uses typical of Sansome St. and the upper floor residential use reflects residential uses atop the hill. Thus the building's design and use provide a transition between development on the bottom of the hill and that located at the top.

As can be seen on Figure 3, p. 9, and as noted on p. 39 of the EIR the project incorporates a concrete facade, is built to lot lines on the Sansome St. frontage, and has 100 percent coverage at commercial levels, similar to existing commercial buildings in the proposed Historic District. The design of the condominiums steps back in an attempt to blend in with residential units stepping down Telegraph Hill.

AGE OF NEARBY BUILDINGS

Comment

"[On] p. 26, para[graph] 2, Sent[ence] 3: Rewrite: The housing on the hill ranges from some of the oldest (1850-1860) in the city through the 19th century to larger multi-unit housing constructed from 1919 to 1940." (Jonathan Malone)

Response

Sentence 2, paragraph 2, on p. 26 of the EIR has been replaced with:

"The housing on the hill ranges from small houses built between 1850 to 1860 to larger multi-unit buildings constructed from 1919 to 1940. Some of Telegraph Hill's older housing stock burned in the fire of 1906, although the survivors constitute some of the oldest houses in the City./2/"

The following footnote has been added under "Notes - Visual Quality and Urban Design", on p. 26 of the EIR:

"2/ Olmstead, Rodger and T. H. Watkins, Here Today, San Francisco's Architectural Heritage, Chronicle Books, San Francisco, 1968."

RELATIONSHIP BETWEEN APPLICABLE URBAN DESIGN POLICIES OF THE COMPREHENSIVE PLAN AND THE PROPOSED PROJECT

Comments

"Now we are, I think, dedicated to keeping what open space we have. In fact, we've been to a lot of trouble to create more. An open space does not have to be like a playground. Yosemite has some pretty sheer faces, and we consider them open space. This is not such a big one, but it is quite a big one for a city the size of San Francisco. So I think you should ask yourselves whether the policies of the Comprehensive Plan are in any way being helped by a development such as this.

"... I'm looking at the Comprehensive Plan, as quoted in the EIR, which is page 40 and page 41. I do not know what force the Comprehensive Plan has, but it has certain policy objectives which are quoted. And on page 41, you will find -- it says, '5. Policy 7. 'Recognize and protect outstanding and unique areas that contribute in an extraordinary degree to San Francisco's visual form and character.' That is in your Comprehensive Plan.

"On page 40 we have, under 'Policies for Conservation, Objective 2, Policy 1, Preserve in their natural state the few remaining areas that have not been developed by man.'

"As I say, I do not know whether the Comprehensive Plan has any force, but I can assure you that the Environmental Impact Report on this project and the project itself certainly takes no note of that." (Toby Bloxam)

"P. 40, 41. Urban Design Policies A 1.1, A 2.4, B 3.1 seem not met by the proposal, or only marginally." (Rai Okamoto)

"P. 40, Objective 1. Clarify. See previous comments.

"P. 41 ... the 'arched parapet roofline' is unclear. From where on Sansome would 'the facade ... appear to be the same height as the Ice House, Levi's Plaza ...'? This language is self-serving: in general, the height would be obviously higher than surrounding buildings. (It should be noted that the Ice Houses are above the height limit.)

"Item 4, Policy 6. Clarify which buildings are being compared; those in the district or out, or the Abbott building and the 1950s garage? The sentence: 'The upper level setbacks ... provide a transition ...' is an opinion and should be so phrased. ' ('it is expected that' ...) [is suggested as appropriate language] Four floors of residential on top of a building do not in others' opinion provide 'transition.' A transition is a gradual effect. This residential use on top of a building is not gradual and in fact is obtrusive on the low rise residential character of Telegraph Hill." (Jonathan Malone)

Response

The City of San Francisco Comprehensive Plan is designed to present a "broad and general guide and pattern constituting the recommendations of the commission for the coordinated and harmonious development, in accordance with present and future needs, of the city ..." (excerpted from the Charter of the City and County of San Francisco). The Plan is general in nature; recommendations and policy objectives within the Plan guide development of City codes, and Planning Commission and staff policies. The EIR provides a discussion of the project's relationship to the policies of the Comprehensive Plan (see pp. 40-43 of the EIR). The Planning Commission ultimately interprets the consistency of proposed developments with Comprehensive Plan policies.

The EIR, on pp. 40-43, discusses the relationship between the project and Policies of the San Francisco Comprehensive Plan. The relationship of the project to Objective 2, Policies 1 and 7 are summarized in this section. As noted in the EIR, the project would preserve in perpetuity the rear portion of the site as open space by using all of the allowable developable area on the C-2 portion of the site.

On p. 41, the comparison of the project with Objective 2, Policy 7 states that the project would be taller than the "low, small-scale buildings" characterizing the area, and that it would contribute to the cumulative obstruction of the Telegraph Hill cliffs.

The discussion under Policies for Conservation, Objective 2, Policy 1 states that half of the site would not be preserved in its natural state and would be developed.

The discussion of the relationship of the project to policies of the Urban Design Element of the Comprehensive Plan provide an objective discussion of the relevant elements of the project compared with specific policies of the Plan. The following changes have been made to clarify and more fully address the relationship of certain aspects of the project with the Comprehensive Plan policies.

On p. 40, Objective 1, Policy 1, the second sentence has been replaced with the following sentence:

"The cliffs would be obstructed from view at street level for a short distance south and east from Sansome Street; views of the upper portion of the cliff would be preserved."

The discussion of the project's relationship to Urban Design, City Pattern, Objective 1, Policy 4, states that the project would preserve some of the Telegraph Hill open space which defines this district. The project would not include significant landscaping; however, such landscaping would not necessarily benefit the character of the cliffs. The upper portion of the cliffs is the most important part in terms of defining the district; this portion would not be built on or excavated.

On p. 41, in the comparison of the project with Objective 3, Policy 5 of the Urban Design Element of the Comprehensive Plan, the third sentence states that the project would be taller than most buildings in the area. The project would appear to be the same height as the Ice House from Sansome Street between the two buildings because the two buildings are the same height on their Sansome Street frontage.

On p. 41, under the discussion of Objective 3, Policy 1, the third sentence has been replaced with the following:

"The curved parapet roofline would repeat the elliptical arches found in some brick buildings in the site vicinity such as the Ice House. This use of a common element would be intended to achieve harmony between the project and older buildings."

On p. 40, in the discussion under Objective 2, Policy 6, the last sentence has been replaced as follows to more clearly define the transition afforded by the project design:

"It is intended that the upper level set-backs would provide a transition between the mid-rise warehouse offices of the Northern Waterfront District and the low-rise residences stepping down the slope of Telegraph Hill."

The project is being compared with other buildings within the Northeast Waterfront Historic District. The Abbott Building and the garage are within the District.

COMPATIBILITY OF THE PROJECT WITH THE NORTHEAST WATERFRONT PLAN

Comment

"P. 42. Northeast Waterfront Plan Policy A 2.2 (encourage residential use). This policy was not intended to result in housing which would produce negative urban design impacts, in this case on adjacent residential, the cliffs, and views." (Rai Okamoto)

Response

Objective 3, Policy 2 of the Northeastern Waterfront Plan does not mention the urban design effects of residential development and the EIR cannot provide interpretation of intent where not stated. The policy states that it is the Planning Commission's policy to "encourage the development of residential uses as a major use in this area [the base of Telegraph Hill]. Such use should be especially encouraged

immediately adjacent to Telegraph Hill and at the upper levels of commercial development." As stated on p. 42 of the EIR, the project would fully comply with this Policy.

F. TRANSPORTATION

PARKING DEMAND

"[C]heck those conclusions [of parking demand] ... if assuming full occupancy of 101 Lombard, not current occupancy; project out what the demand will be. [The EIR includes] assumption of full office occupancy by the Ice House, [although] those are not current conditions. And some of them are not included in the cumulative new construction. Ice House is, but 101 Lombard isn't. I don't know where it is.

"The parking data needs to be adjusted, on pages 26, 46 and 47, to reflect the removal of parking spaces when Embarcadero Terraces is built, assuming it is. On page 26, just add that percentage that would reflect vacancy or occupancy after that project. The conclusions on pages 46 and 47 should be added also to reflect that." (Toby Rosenblatt)

"Page 28. I don't know what the Embarcadero Terrace Office Building is, where it is in the pipeline. Is it a current project? It's that building that it mentions would do away with the parking lot of 300 something spaces. I just don't recognize the name." (Susan Bierman)

Response

Although traffic and transit demand from the proposed residential uses in the study area have been included in the analyses, parking demand has not been included. Residential developments are required to provide off-street parking at one space per unit. Analysis of parking demand at Telegraph Landing, a residential building in the study area, shows that the requirement is adequate to meet the demand for off-street parking from residential uses. [Parking Demand Study, Park Hill Residential Project, Wilbur Smith and Associates, December, 1982 (see EE 82.358E)]. Telegraph Landing, a condominium complex of 189 units, located in the block bounded by Montgomery,

VIII. Summary of Comments and Responses

Sansome, Lombard and Chestnut Streets, was surveyed for parking demand in November and December, 1982. This report is available at the Office of Environmental Review, 450 McAllister Street, San Francisco, California. Consequently, neither projected residential off-street parking demand or parking supply has been included in the off-street parking analysis.

As stated in the EIR on the bottom of p. 26 and the top of p. 28, the proposed Embarcadero Terraces office building would remove a 304-space parking lot that is currently fully occupied on a daily basis. If the Embarcadero Terrace project is built the total off-street spaces in the study area would be 2,490 as opposed to about 2,790 without this project; vacant spaces would be 370 if the displaced parkers are assumed to remain in the area, as opposed to about 670. The following sentence has been added after the first (partial) paragraph on p. 28:

"Following removal of the parking facility on the proposed Embarcadero Terraces site, overall parking occupancy in the study area would be 85% (assuming all of the displaced parkers to relocate to parking facilities in the study area)."

The first (partial) paragraph on p. 47 has been changed to read:

"...general project area (see Figure 14 for the project vicinity boundary). Both long-term and short-term parkers from the cumulative development in the project area were assumed to park in this area. Cumulative net parking demand (long-term and short-term) from the proposed developments in the project area is projected to be 370 spaces, as shown in Table 3. Assuming removal of parking spaces in the Embarcadero Terraces site, the 370 parking spaces remaining in the project vicinity would be approximately equivalent to the cumulative total demand from the proposed development in the site area."

The first paragraph on p. 48 has been changed to read:

"Total parking demand (long-term and short-term) from buildings outside the project vicinity is projected to be 170 spaces. Table 3 shows the long-term and short-term components of the parking demand for buildings both inside and outside the project area, including the project. Thus, the total demand would

be 540 spaces. The project demand would be about 32 spaces (worst case) and would represent about 4% of the total demand. The present surplus of 370 parking spaces in the site vicinity would be inadequate to meet the cumulative total demand from the proposed buildings inside and outside the project area."

As indicated on p. 82 of the EIR, Embarcadero Terraces (EE 82.129 E) is an office and retail project currently under formal review. It has yet to appear before the Commission.

PARKING VARIANCE

Comments

"On page 1, it [the EIR] really doesn't tell how many parking spaces are required. It doesn't say how much of a variance is needed. [On p. 2] the parking discussion again is confusing. There is no clear figure of what will be provided and how much of a variance is needed, nor how many short-term spaces there are, if there are any. It talks about long-term spaces, doesn't talk about short-term. It doesn't differentiate between residential and commercial. Then there is a figure that says 680 cumulative available spaces are there. But later in the EIR there is a figure of 30 something if a certain project will be built, and I think we need to incorporate that figure here on this page as well. [On] page 15, we finally come to a variance figure and a parking space figure, and they don't agree with Page 1 and 2, so you have to clarify that." (Susan Bierman)

"In our opinion the major consideration should be the request for a parking variance. The entire area from Broadway to Columbus to the Embarcadero has literally no on street parking available nor vacancies in garages. Parking spaces are scarce and usually not available. Nearly every night we have 6 to 10 illegally parked vehicles on Upper Calhoun Terrace. (Year round and getting worse)." (Mr. and Mrs. Alberic de Laet)

"First, the EIR blatantly ignores the entire parking issue raised by the variance for car spaces to be given only to condominium occupants. Condominium owners will require full-time use of their garage spaces. Office workers will not be able to use the space.

North Beach parking is abysmal as the area is 110% of capacity in terms of parking use. (See EIR for Francisco Place Venture.) It is arguable that adequate parking exists due to Levi Plaza's surfeit of parking. But this is true only until the 101 Lombard condominiums are all purchased, in which case the parking there will be non-existent as condominium owners will use their garage space full time. Moreover, when Levi Plaza is fully leased again, parking strains will increase dramatically. For years the City Planning Department has ignored the parking requirements for the Sansome Street corridor as it has assumed that any office conversion occupants can either use the Levi Plaza garage or public transport. The truth is that the Levi Plaza garage cannot absorb more cars in the future. If full zoning code compliance is required anywhere in San Francisco, it is North Beach where the breaking point of commercial/neighborhood uses is so fragile." (Jane Winslow)

"[T]he whole neighborhood is becoming congested with automobiles. And here you're talking about a parking variance in an area that I presume is more -- well, it is more congested than mine. ... Now we got a situation where everything is coming down to variances. Well, I don't really think it's necessary to build that over there. The only person who it's good for, of course, is the individuals who are making the profit off of it. And they don't really care about whether or not they are infringing on the quality of life in San Francisco. That's my big asset down here." (Mr. Nieto)

"A variance from the on-site parking requirement is assumed on the flimsy argument that occupants of the office space at 1171 Sansome can use the other garages, such as Levi Plaza. The Levi Plaza, fully leased, will absorb the current surplus of parking space. The proposed building requires 55 spaces by the code; only 28 are provided." (Robert Armstrong, Joe Del Valle)

Response

Forty-one parking spaces would be required for office use under the City Planning Code, and an additional 14 spaces would be required for the residences. The project's office tenants would generate a worst-case demand for 32 spaces based on parking demand figures for downtown office space. On the basis of a survey of the future tenants, 25 spaces would be needed (see Table 3, p. 47 of the EIR). Residential parking demand would be 14 spaces. Fourteen residential spaces and 16 office spaces

would be provided by the project (two additional office spaces on the office parking level could be accommodated through the use of tandem parking). The following sentence replaces the last sentence of paragraph 1, p. 1:

"A parking variance for 25 spaces would be required."

The fifth full paragraph on p. 2 has been rewritten as follows for clarity (underscores denote new material):

"PARKING AND TRANSIT: The office portion of the project would have a long-term parking demand of 29 spaces and a short-term demand of 3 spaces; sixteen spaces would be provided for the office tenants' use, resulting in a net deficit of 16 spaces (based on a survey of Downtown office parking). The residential portion of the project would have a demand for 14 long-term spaces; 14 spaces of long-term residential parking would be provided on the site. The cumulative parking demand, including the proposed project would be for about 320 long-term spaces and about 45 short-term spaces. About 670 spaces are currently available in the project vicinity. This number would be reduced by 300 spaces if the Embarcadero Terrace project were approved. With cumulative development planned and under construction in the project vicinity, the area's parking supply would be fully occupied. Parking supply would be inadequate to meet cumulative demand inside and outside the project area."

The following has been added between paragraphs 5 and 6 on p. 2 of the EIR:

"A parking variance for 25 spaces required under the Planning Code, but not provided as part of the project, would be required."

The EIR acknowledges on page 48 that a variance from the parking requirement would be necessary. The parking analysis has been conducted independent of the request for a parking variance. The parking demand from the office portions of the project would be about 32 spaces; 16 spaces would be provided, leaving a 16-space deficit. The ability of parking facilities in the project vicinity to absorb the deficit has been analyzed on a cumulative basis that considered removal of existing parking, provision of new parking and inclusion of competing demand from outside the

area and displacement of existing parkers in the project vicinity. Completion and occupation of unbuilt unoccupied space in Levi Plaza has been included in the projections of parking demand. The parking space and variance figures presented on p. 15, 30 spaces to be provided by the project, variance of 25 spaces are correct and consistent with the information on p. 2 of the EIR.

The parking analysis in the EIR has been conducted to assess parking conditions in the area most likely to be affected by the project. As shown in Figure 14, p. 27, the area analyzed corresponds to the lands below and east of Telegraph Hill. The parking study area is physically separated from areas to the west by Telegraph Hill. As there are no direct vehicular connections between the areas west of the Hill and the project area (Broadway and Bay Street are the only through east-west streets near the project), project parkers would be unlikely to use the areas west (up the Hill) of the project.

The parking analysis in the EIR has treated the project residential parking supply and demand separately from the project office parking supply and demand. No joint use of the residential spaces (14) by office parkers has been assumed.

The parking study prepared for the Francisco Place EIR, EE 80.248, certified August 5, 1982, considered parking in the area within three blocks of the block bounded by Francisco, Mason, Powell, and Chestnut Streets. This area is both topographically and physically far removed from the project area and the results of that study cannot be used to accurately describe parking in the project area. Parking in the project area is more appropriately described on pp. 26-28 of the EIR.

CODE REQUIREMENT FOR PARKING

Comment

"The Code requirements for parking limits on residential units in a C-2 zone are treated as secondary matters in the EIR, as though, by assuming that these can be waived, the project can proceed and no adverse impacts will result." (Robert Armstrong, Joe Del Valle)

Response

Planning Code requirements for parking space are stated in the second paragraph of p. 18 of the EIR. The necessity for the project sponsor to obtain a parking variance, and the procedure by which such variances are obtained, is described on p. 15 of the EIR. All code-required spaces for residential use will be provided; the parking variance request applies only to commercial parking.

The parking impacts analysis on pp. 46-48 of the EIR has been conducted independent of the Code requirements for parking. Parking demand was calculated on the basis of projections of vehicle traffic generated by the project, by nearby proposed development and by downtown development.

TRANSIT

Comment

"On pages 48 and 50, the analysis of the Muni. Could we add figures that would be more comparable to what we are using in other EIR's where we are dealing with cumulative development and load factors, and include in the projected load factor not only Muni's expansion of their five-year plan, but be sure that it includes their expansion under the current, just-funded plan ... and I can't remember what they call it, but it's the additional \$21 million that's going to add to capacity in the downtown." (Toby Rosenblatt)

"Nor is it any cogent reply to say that the developers' public transit mitigation measures will alleviate the problem. It flies in the face of reality to assume this, especially since Muni has capacity problems of its own which are not going to be solved easily or soon. The Master Plan requires that developers not strain city facilities (streets or neighborhoods). This is ignored here." (Jane Winslow)

Response

The analysis presented in Table 4 of the EIR contains more information than the standard downtown EIR. Ridership counts were surveyed in the field by the consultant rather than Muni because counts within the area were not available from Muni. Counts were shown for both directions and at checkpoints before and after the project site to reflect distribution of trips from the site. The standard counts in other EIRs have only one checkpoint in one direction; more checkpoints serve to provide the reader with a more detailed analysis than that contained in the table found in most other EIRs.

As stated on pp. 97-99 of the EIR (pp. 12-14 of the Initial Study), the increase in ridership on transit resulting from the project would represent less than one percent of the increase in ridership from downtown cumulative development; such an increase would not be statistically measurable against the background of cumulative development. Thus, including the projected load factors for the downtown Muni system would not show meaningful results, as there would be no discernable differences between load factors resulting from cumulative development including the project, and load factors resulting from cumulative development without the project.

The third paragraph on p. 50 is a discussion of future capacity on Muni. With planned future improvements on Muni, operating conditions at the checkpoints would be acceptable. However, no discussion of the Peak Period Service Improvement Plan (adopted by the Public Utilities Commission, July 13, 1982) has been included. The Plan would add one articulated (higher capacity) motor coach to the regularly scheduled service on the 42-Downtown Loop Muni line during the p.m. peak period which would add capacity for 110 riders in the peak direction. The following sentence has been added to the end of the third paragraph on p. 50 of the EIR:

"Additionally, the Peak Period Service Improvement Plan would increase capacity on the 42-Downtown Loop by about 110 passengers per hour during the p.m. peak hour./4/"

The following note has been added to p. 51 of the EIR:

"/4/ Peak Period Service Improvement Plan, San Francisco Public Utilities Commission, adopted July 13, 1982."

G. GEOLOGY

STEEPNESS OF SLOPES

"Now I invite you to find out what the slope of this cliff is. It is at the top sheer cliff undercut." (Toby Bloxam)

Response

According to calculations by the project sponsor, based on topographic surveys made on September 15, 20, and 22, 1982, the C-2 (eastern) portion of the site has an average slope of about 60 percent, while the RH-3 (western) portion of the site has an average slope of about 96 percent. In certain areas of the site slopes approach or exceed 90 degrees (vertical). There is an overhang at the southwest corner of the site. Upper Calhoun Terrace is supported by cantilevers.

GEOLOGIC STUDIES

Comment

"Now, I do know that there exists [a report], because the American Geophysical Society has had its conventions here, and they had all their members scrambling on the slopes of these cliffs, and they made reports about it. And I'm not quite sure of the year, but I am sure of their report about all the geological substances in the hills, the fractures, the changes, the slip lines -- that's available. I think that we have to have far better and more comprehensive reports on the geology and the potential damage." (Toby Bloxam)

Response

A literature review indicated no reports on the cliffs by the American Geophysical Society or the American Geophysical Union. The Symposium on Engineering Geology in the Urban Environment arranged by the Association of Environmental Geologists for their October, 1969 National Meeting in San Francisco featured a presentation on "Urban Geologic Handicaps"; this presentation used the geology of a portion of Telegraph Hill as an example of how missing records can lead to unexpected difficulties in excavation and construction. Shear zones and fractures on unspecified quarries on-site were discussed, but not in such detail as to be appropriate to analyses of specific projects.

Two site-specific engineering geology studies were done for the site by Dames and Moore in April and May, 1982. Both of these studies were based on detailed geologic surveys of the site including inspection of outcrops and two on-site borings. These studies contain detailed geologic maps of the site and the immediately surrounding area, and are available for review at the Office of Environmental Review, 450 McAllister St., 5th Floor. It should be noted that studies performed by engineering geologists and civil engineers have different goals than those performed by geophysicists; while the engineers are concerned with practical aspects of constructing a project, the geophysicists are concerned with more theoretical analyses of the rock.

EFFECTS OF EXCAVATION ON SLOPE STABILITY

Comments

"The second key deficiency in the building plan foundation is the lack of any support for the cantilevered portion of Calhoun Terrace. Calhoun hangs over the site at present, supported only by the natural cliff foundation. 1171 Sansome proposes to cut away at this foundation severely. As the EIR shows, this excavatory process will be substantial. Rock slides are a natural and frequent occurrence on the cliff. The excavation will exacerbate this natural erosion of cliff support for Calhoun. No structural engineer can guarantee that Calhoun will be supportable in years to come after 1171 Sansome has further eaten

away at the cliff base. This is city property and 1171 Sansome means that the city is surrendering its right to have public property be protected. This issue cannot be answered. The cantilevered portion (of Calhoun) will be held up only by a building whose own foundations are questionable. And, the piece de resistance is the right of the Calhoun property owners and residents not to have their homes undermined from the outset by man-made actions. Property immediately north of the site is constantly eroded by rock slides (1978-79) and nothing has been built since on those sites because of the dangers created. A retaining wall/fence on Sansome has been erected to halt slides and catch rocks. This danger is no less real on the 1171 Sansome site." (Jane Winslow)

"Perhaps an even more important factor is the instability of the ground that 1171 Sansome is being built upon. The geological considerations are undoubtedly the most serious problem facing this building." (Mr. and Mrs. Alberic de Laet)

"I am not a soils engineer, and my husband is a mechanical engineer. And I asked him whether he knew anything about what might happen if they did an 84-foot cut on this cliff. And he said, 'Well, I don't really know. It's a civil engineer's job.' But then I said, 'Well, what about when they are doing highway cuts? What is the angle they do highway cuts? And what do they do earth dams?' And he said, 'Well, I remember one thing.' He said, 'The sheer -- angle -- at which your slope will sheer off is 45 degrees.'

"Then I am concerned about items that come under geologic considerations. ... I wish to refer to the description of the site on page 1. The description of the site on page 1 just says, 'Environmental Setting. The project site is currently a vacant lot at the base of Telegraph Hill which slopes steeply upward to the west and north and includes a part of the nearly vertical cliff face of Telegraph Hill.'

"You will find, if you go through this carefully ... constant references throughout this [EIR], 'steep cliffs,' page 20; 'cliff wall,' page 20; 'nearly vertical cliff face,' page 1; 'steep bedrock faces,' page 30; 'vertical slopes and overhangs,' page 30. page 31, 'active sliding and slogging.' 'Western slope contains ... adversely layered siltstone and shale which have been loosened by roots and weathering.' 'Slope failures' are referred to.... [T]hey say that

unsuitable excavation will bring the cliff down. When they are talking about how they are going to dig it out, they say 84-foot vertical cut to the north side; 45 feet to the south side, in an area in which it is shale, fractured sandstone. They are going to use, they say, heavy equipment.... We had the evidence, when we were talking about the cliffs, from a gentleman who walks that part of the hill. He apparently has been retained by Mr. DeLaet and his partner to try and trim the trees there. And he said it was extraordinarily dangerous and very, very friable."

"The City should be concerned because the piece at the top that is undercut and actually held up with buttresses is Upper Calhoun. Lower Calhoun is thin air. I do not think that we have any guarantees that enormous damage will not take place if this project is allowed to continue." (Toby Bloxam)

"The cliff face west and north of the proposed building provides foundation support for adjacent buildings and a public street, Calhoun Terrace. Excavation of this cliff, as it is described in the EIR, would threaten the foundations of buildings and the street. What guarantees can be made that the gouging and fracturing of the cliff would not collapse this support?" (Robert Armstrong, Joe Del Valle)

"Almost needless to say the geological issues are literally fundamental to the project. One reason why the face of the cliff exists today is because of the relative ease by which quarrying of the former more extensive area took place. Without such efforts today, periodic erosion still occurs, thus this tissue is extremely critical and warrants a second or even third opinion before undertaking such major excavation and earth moving as contemplated. Perhaps the foot of such a steep hill should never have been zoned for 84-foot height which acts as an incentive to build." (Rai Okamoto)

"There should be discussion of other areas that had similar problems, such as Warren Drive."

"P[age] 51. This section should point out (as in the initial evaluation) that no pile driving will take place. What is 'splitting'? How is it done? What are its effects? Are the measures in the next to last paragraph only during construction, or after as well? Will there be blasting or effects from jack hammers?

"P[age] 53. Para[graph] beginning 'The selected method...'. This is an inadequate discussion of impacts on other properties."

"P[age] 63, 'Foundations would be constructed ...' How will this be done? With what mechanical equipment?"

"What effect on the hill will there be [from foundation construction]? It [the EIR] should also further discuss the effects of 'large, high capacity digging and excavating equipment' on surrounding properties.... There should be more discussion of effects of the excavation on other properties. P. 3. Even in this summary, more discussion of stabilizing the hill and the effects of construction and leveling of the site should be included." (Jonathan Malone)

Response

The geologic and foundation discussion in the EIR is based on "Foundation Investigation, Proposed 12-Story Office and Apartment Building, 1171 Sansome Street, San Francisco, California," and "Remedial Measures for Slope Stabilization, 1171 Sansome Street, San Francisco, California," both prepared by Dames and Moore, consulting geologists. This firm has been involved in the excavation and foundation design for buildings at 1299 Sansome Street, Sansome and Greenwich Streets, and Sansome and Lombard Streets.

According to William Wood of Dames and Moore, the project's geotechnical consultant, the proposed structure could be constructed at this site using established engineering procedures and experience. The most critical segment of development for slope stability would be during excavation because the foot of the slope would be removed and the permanent retaining wall would still be under construction. The Foundation Investigation of May 28, 1982 states that:

"The care with which the excavation is made and the support system constructed is critical in avoiding soil and rock movements which may affect adjacent property and structures. The work should be entrusted only to an experienced contractor who is qualified to do such work and understands the possible consequences of careless workmanship."

The report further recommends that a qualified geotechnical engineer with experience in this area be on the site to monitor and inspect the excavation as it progresses in order to evaluate the effect of and formulate appropriate responses to any unforeseen conditions which may be encountered.

Excavation necessary for project construction can be accomplished using standard engineering practices, and numerous precautions will be taken to assure slope stability. The project sponsor, the geotechnical consultant, and the engineering profession can not guarantee with absolute certainty that the slope, or any other slope where unknown features might occur, would not fail during excavation because exact rock conditions would not be known until excavation is underway. However, a geotechnical engineer with experience on Telegraph Hill would be on the site during excavation. In addition, precise surveys would be undertaken before excavation commenced and ongoing instrument monitoring of the slope is proposed by the geotechnical consultant in order to detect slope movement before a large failure is allowed to occur. Contingent methods of shoring and excavation are planned should instrumentation or on-site geotechnical monitoring indicate any unusual strains or settlement. All of these measures are standard professional practices used by engineers working on excavations of this type.

- In addition to monitoring for slope movement, the project site and the surrounding area will be monitored for vibration caused by drilling and running equipment.

The following has been added as the fourth paragraph on page 64 of the EIR:

"The project site and nearby facilities would be monitored for vibrations caused by the breaking, digging and hauling of rock. In the event the vibrations are of sufficient magnitude to potentially result in damage to structures the process would be modified or alternative equipment would be used, as appropriate."

As stated on p. 51 of the EIR, rock bolts (long bolts cemented deep into the hillside) and soldier beams (metal beams driven vertically into the rock to form a line of support for the rock behind them), as well as other methods, would be used as necessary to stabilize the slope during excavation and construction. This shoring

would be designed to provide support for the soil and rock mass and nearby structures, including the Calhoun Terrace roadway viaduct and the adjacent commercial and residential buildings.

The measures described in the next to last paragraph on p. 51 of the EIR would be implemented only during construction; they are intended to reduce risk of injury to workers in the excavation pit. Measures that would be used to protect project residents and office tenants are discussed on p. 52 and 53 of the EIR.

Conventional heavy duty excavation equipment such as large backhoes, bucked augers and bulldozers would be used during excavation. Compressed air-powered drills would most likely be used to drill holes for the rock bolts and for splitting (essentially a perforation of the rock along a line of layering to facilitate smooth breakage of the rock along that line). Neither blasting nor pile driving would be used during project construction or excavation.

The comments refer to well-known active slides in San Francisco including the Warren Drive slide, and the instability of Telegraph Hill along Sansome Street near Union Street. In both cases the geotechnical consultant has first-hand knowledge of the problems and believes that these events are not similar to the geologic environment of the 1171 Sansome Street project site. Briefly, the Warren Drive event was entirely in soil and occurred when construction excavation undermined an earthslide area that had been previously repaired. The instability and sliding along Sansome Street near Union Street are large failures caused by the adverse orientation of two intersecting joint systems in the rock.

The angle at which various slopes will slip or shear depends upon several factors other than the angle itself. These include the internal cohesion of slope materials, fracture zones or cracks, degree of weathering of material, climatic conditions, rock or soil types, underlying surface conditions (bedding angles), and a number of other factors. The 45-degree slope angle referred to in the comment may be appropriate for highway embankment fill, but is not necessarily correct for rocks on the project site. In fact, the angle of repose (maximum angle at which slope is stable) on the project site varies across the site itself depending on these factors.

The following sentence has been added to the end of the first paragraph on p. 3 in reference to scaling and clearing of the retention basin:

"This would be done to reduce existing hazards posed by intermittent rockfalls onto the project site from the cliffs above."

SIZE AND AMOUNT OF EXCAVATION FOR PROJECT

Comment

"[Provide] clarification of where the cuts actually are made in the cliff physically. P. 13. There should be discussion of how many feet and how many cubic yards of hill will be cut down." (Jonathan Malone)

Response

The dark line on Figure 6, p. 13 of the EIR indicates the average slope of the site. The difference between the existing average slope and the slope to be cut can be seen by comparing the dashed line (average slope) with the dark line and the building outline (retaining wall and foundation). The depth of the cuts (45 to 80 feet) and the amount of material to be removed (7,000 cubic yards) are discussed on the first paragraph of p. 51 of the EIR, under the heading, Geologic Considerations.

SLOPE STABILIZATION FOR ALTERNATIVES

Comment

"P. 4. The fact that the cliff would not be 'preventatively maintained' should not be considered a plus when nothing is built there. The sentence: '... people would be exposed to the potential natural ...' indicates there is a continuing problem but this is not emphasized in the EIR. In other words, how effective will this 'preventive maintenance' be? What are the odds of hazards? This aspect needs further discussion." (Jonathan Malone)

Response

The second sentence of the first paragraph on p. 4 on the No-Project Alternative has been replaced with the following:

"This alternative would have no impacts on the project site."

The continuing geologic problem referred to in the summary are rockfalls and seismic (earthquake induced) hazards. These hazards are not contingent on construction of the project; they are discussed under Geologic Considerations, Impacts, pp. 52-53 of the EIR.

EFFECTIVENESS AND MONITORING OF CLIFF MAINTENANCE AND STABILIZATION MEASURES

Comments

"Since none of the options to prevent slides are viable and the method used currently (the landlord periodically scales the site), what is to prevent a future buyer or whomever to neglect this very necessary maintenance job. If this building becomes unprofitable at a later date due to rent control or other interferences in the market place by the government, or a serious depression occurs, it is conceivable the owner of the building may not be able to afford this essential maintenance. (Mr. and Mrs. Alberic de Laet)

"The developer assumes that the geologic formation will be disturbed with his 124-foot-high building but this may be alleviated by a catch basin. The EIR is quite clear that the project is unsafe without the catch basin (EIR, p. 63) or other measures to impede and halt rocks hurtling down the cliff face. Yet the catch basin will disappear after the project is built. This leaves one hanging (no pun intended) as to where the rocks will rest after sliding and falling down the cliff. The answer is too obvious to belabor - they will be flush against the rear wall of the project after crashing down." (Jane Winslow)

"There was concern about ... the whole issue of how the cliff is going to be maintained during this construction and afterwards. How effective in stabilizing the hill, and protecting adjoining property owners, will this 'Preventive maintenance' be? Comparisons with other projects should be included. This whole discussion of stabilizing the hill should be expanded." (Jonathan Malone)

"In spite of the EIR statement that the cliff's loose rock will require a catch basin, the building itself will displace the existing basin, leaving the building's west wall to stop rock falls. If periodic scaling and monitoring of loose rock is to be done, how will this work be assured indefinitely?" (Robert Armstrong, Joe Del Valle)

Response

The catch-basin is intended to reduce the likelihood of falling rocks contacting the project after construction. Rock falls have occurred intermittently on the site since quarrying ceased over 70 years ago. Project construction is not likely to increase rockfalls into the pit. The basin is west of the actual construction site and would be retained during and after construction. In addition, an earthen berm would be constructed at the eastern edge of the existing basin. The basin and berm, if properly maintained, should substantially reduce the potential for damage to the project from falling rocks. It should be noted that, except at the northwest corner of the site, terraces would be at least six feet above grade. This would minimize the hazard from rockfalls to occupants of the building.

Periodic maintenance of the slopes would be undertaken by Seaton / Vinton and Tai Associates/Architects, the project sponsor and main tenant of the proposed building, respectively. The sponsor anticipates that scaling would be necessary every two to three years, depending on intensity of rain storms and seasonal weathering. It would be in the sponsor's best interest to undertake periodic scaling to reduce the chance of damage to his building. This would also hold true for any future owners of the building. Scaling would not be undertaken more frequently than necessary, thereby minimizing potential damage to existing vegetation on the slope.

The following sentences have been added at the end of the second full paragraph on p. 53 of the EIR to clarify the mitigation program's impact on adjacent properties:

"Preventive maintenance would also reduce the risk of rocks falling onto the rear area of the Giusti Building from upper portions of the project site; there is no risk of rocks from the site falling on adjacent property to the north because the site topography channels falling material southward."

The effectiveness of stabilization measures proposed for the excavation pit during construction is discussed in response to comments on Effects of Excavation on Slope Stability, p. 62 of this document.

HISTORIC EXCAVATION ON TELEGRAPH HILL

Comment

"P. 30. Telegraph Hill was quarried from the Gold Rush era on. It is not known when excavation got this far into the hill. The material that forms the base of Telegraph Hill is unclear. Very bottom of hill? Isn't the hill all made of the same material? There should be further discussion of historical quarrying, such as the date last quarried which in some sections was in the 1920s.

"There was a request on behalf of the [Landmarks Preservation Advisory] Board for additional information on when this particular part of the hill was quarried, and an actual determination of how much of the site was quarried and how much is the original hill."
(Jonathan Malone)

Response

Telegraph Hill is composed of several different rock materials. The base, or lower fifty feet, of the hill is composed of layers of siltstone shale, with greywacke inclusions. Interlayered bands of these rocks extend from about 12 to about 40 feet below the surface (from elevation 66 ft. S.F. Datum). From about 40 to 45 feet below the surface dark gray siltstone is the dominant rock type. At 45 feet down (18 feet above S.F. Datum) greywacke becomes prevalent. The Sansome Street frontage of the site is at an elevation of about 22 feet (S.F. Datum).

Telegraph Hill originally extended over 80 feet to the east of Sansome Street; the current Sansome Street was cut through in 1885. This portion of the hill was quarried extensively from the late 1880s through 1914. The Gray Brothers quarried the site near the turn of the century; their rock crusher was located on the present site of the Giusti (Farnsworth) Building. The entire site was quarried and much of the quarried area was bared by subsequent rockfalls. These rockfalls have resulted in a 5- to 15-foot deep layer of talus on the lower part of the slope. The northwest corner of Green and Calhoun Streets was "wiped out" by blasting in March 27, 1907 (Myrick, David F., San Francisco's Telegraph Hill, Howell-North Books, 1972, p. 61).

DRAINAGE

Comment

"P. 64. Top paragraph. Would the 'separate drainage system' help adjacent property owners? (Check the comparability of the Lombard Street stabilization problem of some years ago.)" (Jonathan Malone)

Response

The project's drainage system is intended to reduce the likelihood of groundwater seepage into the lower floors of the project. It would also reduce the potential for redirection of flows, that could otherwise back up behind the project, onto adjacent properties. Without such a drainage system, groundwater seepage might not only affect the project but could also affect the adjacent Giusti Building. It is unlikely that the project's drainage system would affect any other adjacent properties.

A review of slope stabilization work undertaken on or near Lombard Street indicated that the only measures implemented in the vicinity are piers driven into the rock to support the slope at Chestnut near Kearny Streets. This is about one block from Lombard Street.

GEOLOGIC TERMINOLOGY

Comment

"In that geologic discussion, it would be helpful if we could have a layman's explanation or definition for the technical terms, particularly the phrase 'talus,' t-a-l-u-s-, and 'bedding.' And there are probably some others that I didn't think about." (Toby Rosenblatt)

Response

Talus is defined in Footnote 6, p. 32 of the EIR. It is a collection of fallen disintegrated rock material which has formed a slope at the foot of a steeper slope or cliff composed of the parent material. The discussion of adverse bedding (footnote 5, p. 32 of the EIR) has been revised as follows to include a definition of the term "bedding":

"Adverse bedding (layering of rock) occurs when the dip (or angle) of the bed (rock layer) is in the same direction as the exposed slope. This condition allows separate layers of material to slide or break along bedding planes (layer boundaries) which predisposes sites with these conditions to landsliding."

H. ENERGY

DIABLO CANYON NUCLEAR PLANT

Comment

"Page 32 says that Diablo [Canyon] Nuclear Plant and Helms Nuclear Facility will be open by spring of '83. They aren't open, so that should be updated. I'd also like ... an answer from PG&E as to whether they can supply energy to this project without use of any nuclear power. They do say they would not need Diablo Canyon to produce the energy, but it should say whether they can do it without nuclear power, especially in view of ... [the] many plants that are going through scrutiny for possible dangerous situations that may have to be closed down, at least temporarily closed down." (Susan Bierman)

Response

The second paragraph of the Energy setting section (pp. 32 and 33 of the EIR) has been replaced with the following updated information:

"Among the major new power plants expected by PG&E are the Diablo Canyon nuclear plant and the Helms Pumped Storage hydro-electric plant. PG&E expects cold-testing of Diablo Canyon to begin by the end of September, 1983. Pending reinstatement of its Low Power Test License, Diablo Canyon will be tested at five percent of capacity by the end of November, 1983; PG&E expects Diablo Canyon to begin full-scale commercial operation by March 30, 1984./1/

"PG&E does not currently operate any nuclear power plants. It purchases power from Sacramento Municipal Utility District's (SMUD) Rancho Seco nuclear generator and some nuclear-generated power may be purchased by the utility through its Pacific Northwest Intertie. PG&E anticipates increased purchases

of electricity from other utilities, primarily hydroelectric and nuclear facilities in the Pacific Northwest, as available./2/ These surpluses are uncertain because of cancellation of two of the five Washington Public Power Supply System nuclear plants and long-term delays in two other plants because of serious financial problems. Increases in demand for power in the Pacific Northwest and fluctuation in available hydropower because of climatic variation could also affect supplies from the Pacific Northwest.

"The Helms Pumped Storage (hydroelectric) generator began testing in August, 1983. Unit 1 (375,000 kilowatts) is expected to begin commercial operation in mid-September, 1983. Units 2 and 3 (each 375,000 kilowatts) would begin operation at two- to three-week intervals; the project is expected to be fully operational by October 1, 1983. The Helms project would add to reserve margins and would reduce the need for purchases of peak-period power supplies from outside sources./3/

"PG&E would be able to supply full electrical service to the project without Diablo Canyon; however, projected costs would be higher and reserve margins would be lower than desired by the Utility./1/ Extreme peak demands for electricity systemwide, if combined with forced generator outages, could reduce reserve margins to negative, necessitating purchases of electricity from other utilities or short-term 'brown-outs'."

The following footnotes have been substituted for the existing notes on p. 33 of the EIR:

"/1/ George Sarkisian, Public Relations Department, Pacific Gas and Electric Company, telephone conversation, July 22, 1983.

"/2/ Jim Davidson, Senior Civil Engineer, Pacific Gas and Electric Company, telephone conversation, May 21, 1982.

"/3/ Ron Rikowski, Public Relations Department, Pacific Gas and Electric Company, telephone conversation, July 22, 1983."

I. AIR QUALITY

SMOKE FROM PROJECT CHIMNEYS

Comment

"There is a question in our minds about the 10 chimneys in the project. If the wind is from the south or for that matter any direction, how much soot and smoke will this cause?"
(Mr. and Mrs. Alberic de Laet)

Response

If all 10 chimneys are in use concurrently, in concert with appropriate wind conditions, some smell of smoke is likely to be perceptible from the residences of Lower Calhoun Terrace. Assuming that there are no large wind eddys (reverse flows) in the project area, a southeast wind would be the wind most likely to blow smoke from the chimneys towards Calhoun Terrace; these winds are uncommon in San Francisco. It should be noted that the chimneys proposed in the project are a small percentage of the total number of chimneys in the project area. The actual amount of smoke and soot that would be produced from project chimneys would vary depending on the materials burned and the number of chimneys in use.

J. GENERAL COMMENTSComment

"I don't like the building being built there because the EIR says it would be too inconvenient to people." (Mr. Nieto)

Response

The EIR does not state that the project would inconvenience people; the EIR does not assess "convenience" in a general sense. Parking and transit impacts of the project are discussed on pp. 44-51 of the EIR; these would be the impacts most likely to affect public convenience.

Comment

"P. 24, 1st paragraph. Ships -- not boats." (Jonathan Malone)

Response

On p. 24 of the EIR, first paragraph, the word "boats" in the second sentence has been replaced with the word "ships."

K. UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

Comment

"Page 68 should include a careful, thorough explanation of environmental effect. Page 61 doesn't list them. It just lists the mitigations. In particular, I think that that is what this page is for, to show what can't be mitigated. And it doesn't list anything; it just refers you back to page 61. In particular, it should say loss of view of the hill and the quarry from the street as well as freeway, bay and bridge.

"Since the site is being discussed as a landmark by the Landmarks Board, this document seems inadequate in describing it, and that, perhaps, should be on this page, and then any other effects. One effect in particular would be how it fits in with the streetscape, ...-- it will perhaps change the character of it as a historic district. It doesn't seem to me to have much to say for the building that makes it particularly compatible with the district, and that probably is an unavoidable impact in terms of the district. I guess it has been designated by the Board." (Susan Bierman)

"P. 68. Add: The project would obscure the historical face of Telegraph Hill in this location beyond retrieval. It would impact (by its height and location) on dwellings on Telegraph Hill. (Somewhere there should be a discussion as to effect on property values of those existing dwellings). It would be taller than other buildings in the area and in the Historic District." (Jonathan Malone)

Response

Page 68 in the DEIR lists one unavoidable significant impact and states that others may be added by the Planning Commission as part of the certification section of the FEIR. It further states that staff may revise these impacts as part of the FEIR. Several revisions to the list of Significant Environmental Effects have been made in this document; these are discussed below. Page 68 refers readers to p. 61 where proposed mitigation measures would reduce specific impacts of the project to a level of insignificance.

Chapter VI, Significant Environmental Effects That Cannot be Avoided if the Project is Implemented, includes only those effects of the project that are significant and cannot be mitigated either by measures included as part of the project or available for the City to include as conditions of project approval. The City Planning Commission must issue a Certificate of Appropriateness before the project can be constructed; this would not be issued unless the Commission finds that the project is architecturally compatible with the character of the Northeast Waterfront Historic District. Telegraph Hill is not at present a landmark. As it has not yet been determined if it can legally be designated as a landmark, the project would not at this time be partially blocking views of a landmark.

The following has been added after the second paragraph on p. 68 to clearly state the unavoidable significant environmental impacts that construction of the project would create:

"The project would result in partial loss of views of Telegraph Hill from the east and south of the site. Views from across the street and from the Embarcadero Freeway would be most affected.

Effects on property values are not considered physical environmental impacts under CEQA. Figure 9a, p. 19 of the EIR shows that the project would be taller than most of the surrounding buildings. The discussion of project relationship to the Master Plan, pp. 40-43 of the EIR states that the project would be taller than surrounding buildings.

The following discussion of the requirement for a Certificate of Appropriateness to ensure compatibility of the project with the Northeast Waterfront Historic District has been added to the end of the first paragraph on p. 39 of the EIR:

"A Certificate of Appropriateness, necessary before construction could begin, would be issued only if the Planning Commission finds that the project is architecturally compatible with the character of the Northeast Waterfront Historic District."

L. ALTERNATIVES

DIVIDING ALTERNATIVE 3 INTO ALTERNATIVES 3 AND 4

Comment

"Page 4, the alternatives should be separated so that the smaller version is a clear, well-described alternative. Then there would be four instead of three alternatives. It is very confusing to read that last alternative, and I think they need separation. It becomes clearer in the EIR that they should be separated. Page 71. ... Alternative 3 should be divided into '3' and '4' for clarity. They are really quite different and hard to follow as one alternative." (Susan Bierman)

Response

The following changes have been made on p. 4 of the EIR to more clearly distinguish between the two code-complying variations:

The title of Alternative 3 has been changed to:

"THE REDUCED FLOOR AREA CODE-COMPLYING OFFICE AND RESIDENTIAL USE ALTERNATIVE."

A new title has been added to the beginning of the final paragraph on p. 4:

"THE FULL-BUILDOUT CODE-COMPLYING OFFICE AND RESIDENTIAL USE ALTERNATIVE."

On p. 71, Alternative 3 (2 variations, 3a and 3b) has been split into two separate alternatives, Alternatives 3 and 4. The existing discussion of these alternatives has been replaced with the following:

"C. ALTERNATIVE 3: REDUCED FLOOR AREA CODE-COMPLYING COMBINED OFFICE AND RESIDENTIAL USE:

"Alternative Three would consist of a structure of similar height, but less bulk than the project. It would contain the same number of residential units, but substantially less office space than the proposed project (7,000 sq. ft. rather than 29,358 sq. ft.). The reduction in office space would bring the project into conformance with the Planning Code regarding the provision of off-street parking spaces. A parking variance would not be required.

"**VISUAL QUALITY AND URBAN DESIGN:** This alternative would result in less view blockage of the cliffs and from the Lower Calhoun Terrace residences. It would be visually less obtrusive than the project.

"**PARKING AND TRANSIT:** This alternative would generate about 70% fewer peak-hour person trip ends than the project; parking and transit impacts would be substantially reduced.

"**GEOLOGIC CONSIDERATIONS:** The impacts of this alternative would be similar to those described in Section IV., p. 51, except that fewer people would be exposed to the potential geologic hazards due to the reduced office capacity.

"**ENERGY:** This alternative would use less gas and electricity than the project because the occupied space would be less. The energy peaks would be reached later in the year than for the project due to the larger percentage of residential units.

"The project sponsor has rejected this alternative because development costs would not be justified by the amount of rentable office space produced and Tai Associates/Architects would have insufficient office space.

"D. ALTERNATIVE 4: FULL BUILD-OUT CODE-COMPLYING COMBINED OFFICE AND RESIDENTIAL CASE:

"Alternative Four would consist of a structure of similar height and bulk to the proposed project. It would contain the same number of residential units and a slightly larger amount of office space (31,500 sq. ft. vs. 29,355 sq. ft.), but would have two additional subsurface parking levels to supply the 55 parking spaces required to conform to the Planning Code.

"**VISUAL QUALITY AND URBAN DESIGN:** The maximum office space variation building would have the same visual impacts and characteristics as the project.

"**PARKING AND TRANSIT:** This alternative would have impacts and trip generation equivalent to the project with the exception of on-site parking supply exceeding demand by 10 spaces. However, vehicular travel to the project would increase as more parking would be provided by this alternative.

"**GEOLOGICAL CONSIDERATIONS:** This alternative would require additional excavation of two subsurface garage levels; this would require additional shoring and could involve pumpout of water seepage. Additional excavation could also increase the risk of slope failure.

"**ENERGY:** This alternative would require more electricity to provide ventilation and light for the subsurface garage levels.

"The project sponsor has rejected this alternative because provision of more than 30 on-site parking spaces is limited by geotechnical, space and economic considerations. Because the portion of the site proposed for building is relatively narrow, much of each parking level would be devoted to ramps and circulation rather than actual parking spaces, resulting in an inefficient use of space. The sponsor has also rejected this alternative because multiple parking levels (more than the two proposed for the project) would produce a facade which the sponsor believes would be less attractive than that of the proposed

project. Excavation of two additional subsurface parking levels would also increase the cost of the project substantially."

ALTERNATIVE 1 VISUAL IMPACTS

Comment

"p. 69. Add to first para.: View of cliff would not be obstructed." (Jonathan Malone)

Response

The first sentence on page 69, concerning the No-Project Alternative, states that: "The alternative would involve no physical change to the project site." In addition, the third paragraph on p. 69 of the EIR states that "No cliff or residential views would be blocked and the structure would not contribute to the building mass surrounding Telegraph Hill."

ALTERNATIVE 2 VISUAL IMPACTS

Comment

"Page 70, next-to-the-last paragraph. By how much would the view blockage be reduced? It speaks to view blockage being reduced in an alternative. How much would obstruction of the cliff area be reduced? The paragraph isn't clear. It is just a very general discussion and doesn't tell us very much."

"I think we need a fifth alternative of a lower building. As far as I read, none of them are lower. They are less bulky, but I think the height is the same. And I found that really interesting, when this is so much more building than we have approved, for instance, down the street, the Gerson Bakar building [1299 Sansome St.], where great pains were taken by this Commission to have it settle into the hill and to have it not be so high. And I think we need an alternative like that. And then how that building, a montage of that building, how a smaller building would fit in and what its effect would be on the hill." (Susan Bierman)

Response

Alternative 2, the all office alternative, would be 84 feet tall; this is the same height as the front of the project and 36 feet lower than the rear portion of the project (see Figure 22, p. 72 of the EIR). Because this alternative would be lower than the project where the project blocks the southward view of the lower Calhoun Terrace residences, this alternative would not block views from these residences. In order to clarify this impact, portions of p. 70 have been revised.

The first sentence of the description of Alternative Two has been replaced with the following sentence:

"Alternative Two would consist of a smaller (31,500 sq. ft. rather than 51,800 sq. ft.) and shorter (84 feet above grade rather than 84 to 120 feet above grade) structure than the proposed project; this alternative would be used entirely for offices rather than a combination of office and residential uses."

The fourth paragraph under "Alternative 2" on p. 70 of the EIR has been replaced with the following:

"Since the building proposed by Alternative Two would be smaller than the project because of Planning Code limitations, view blockage of the lowest two Calhoun Terrace residences would be eliminated and obstruction of views of the cliff behind the building from Sansome Street would be reduced."

A rendering to scale of this alternative is given on p. 84 (Figure 21a) of this document (p. 70a of the EIR). This rendering to scale, in combination with other photographs and photomontages in the EIR should provide adequate information on how the project and Alternative 2 would affect the hill. The Gerson Bakar building (1299 Sansome) contains about 41,000 sq. ft., about 10,800 sq. ft. less than the proposed 1171 Sansome St. project. The project would be 84 to 120 feet high; the 1299 Sansome Street project is 87 feet high. The proposed project has different site constraints than the 1299 Sansome site; slopes are steeper and the Sansome Street frontage is shorter. For these reasons, measures taken to reduce the height of the 1299 Sansome building may not be feasible for the proposed project.

CROSS-SECTIONS OF ALTERNATIVES

Comment

"I think we need drawings of all of the alternatives as they relate to the hill, to Calhoun Terrace Building, and to the Ice House and the Green Street Building. There are line drawings of, I guess it's the line drawings I'm speaking of, of side sections, cross-section through the building. And I think we ought to know what these other alternatives would look like." (Susan Bierman)

Response

Cross-section drawings of Alternatives 2, 3, and 4 have been added to the EIR as Figures 21b, 22a, and 22c on pp. 70b, 72a, and 73a of the EIR.

In addition, a rendering to scale of Alternative 2 and a drawing of Alternative 3 have been added to the report as Figures 21a and 22b, pp. 70a and 72b, pp. 84 and 87 of this document. A perspective drawing of Alternative 4 is not included because that alternative would appear identical to the proposed project from the exterior but would have two additional floors of subsurface parking.

HILLSIDE ALTERNATIVE

Comment

"[A]s to alternatives, I believe the office only alternative would cause the lesser impact from the hill point of view. In addition to retention of outward views by lowering the height, more of the cliff surface would be visible from beyond. In fact, I think development of the 6.3 dwelling units on the RH-3 site could be achieved with less negative impact than the proposed I4.2 atop the office building. Of course this would necessitate extension of Lower Calhoun Terrace and off-street parking with no less concern for the geological considerations. However, [reduction of] views to the east and overall bulk would be considerably less." (Rai Okamoto)



FIGURE 21a: RENDERING TO SCALE OF ALTERNATIVE 2

SOURCE
GERALD RATTO

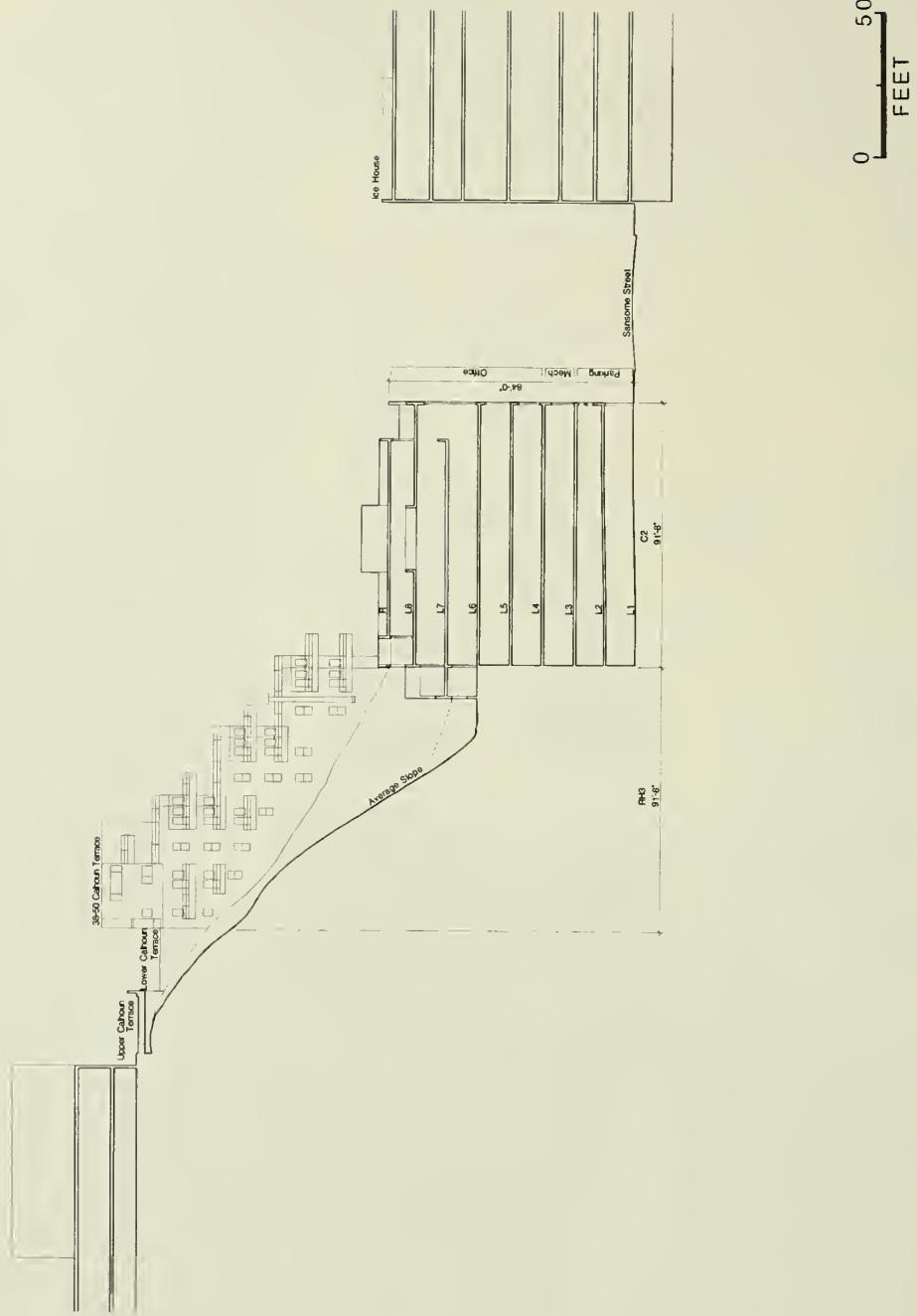


FIGURE 21b: ALTERNATIVE 2 SECTION

SOURCE
TAI ASSOCIATES/ARCHITECTS

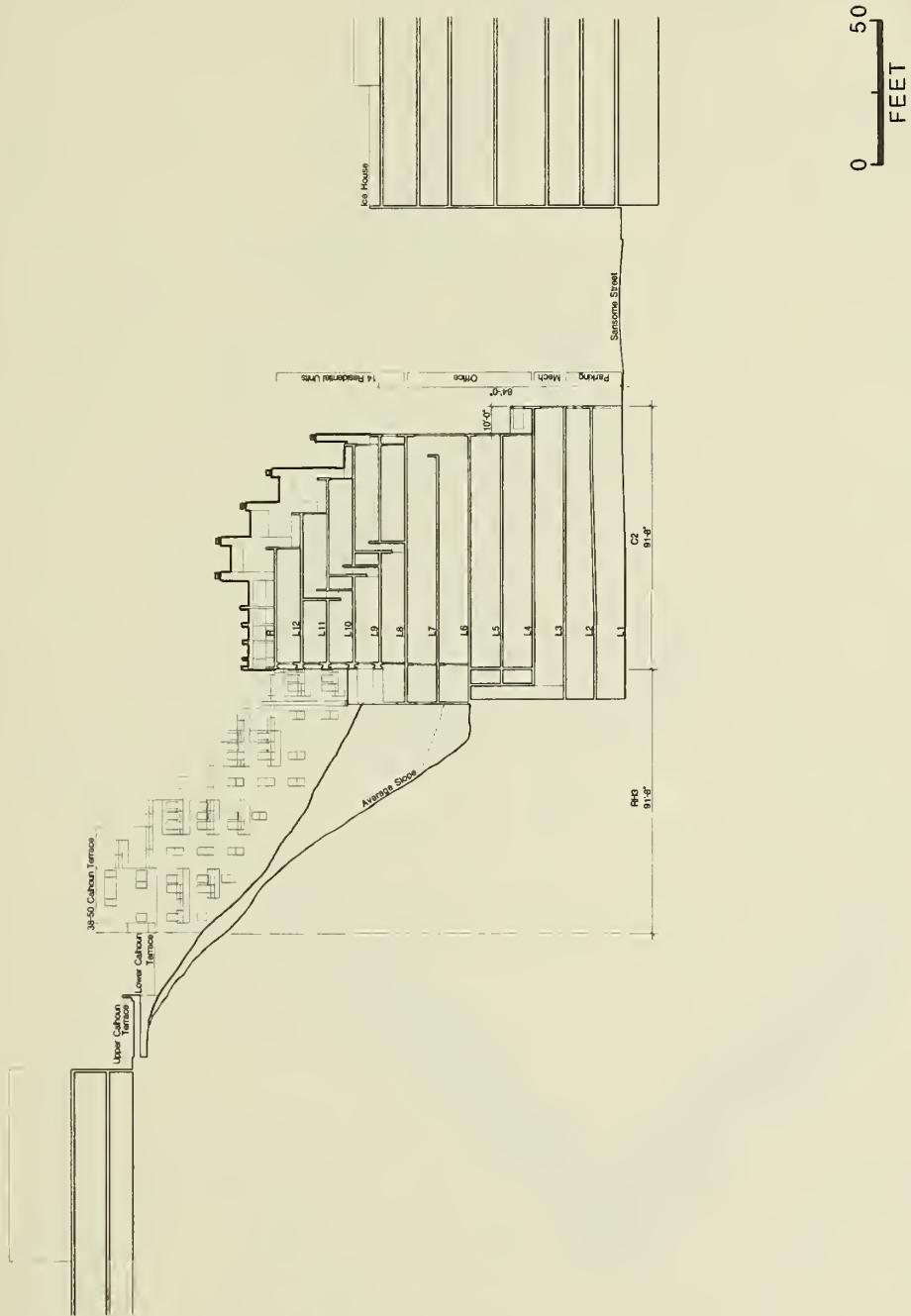


FIGURE 22a : ALTERNATIVE 3 SECTION

SOURCE
TAI ASSOCIATES/ARCHITECTS

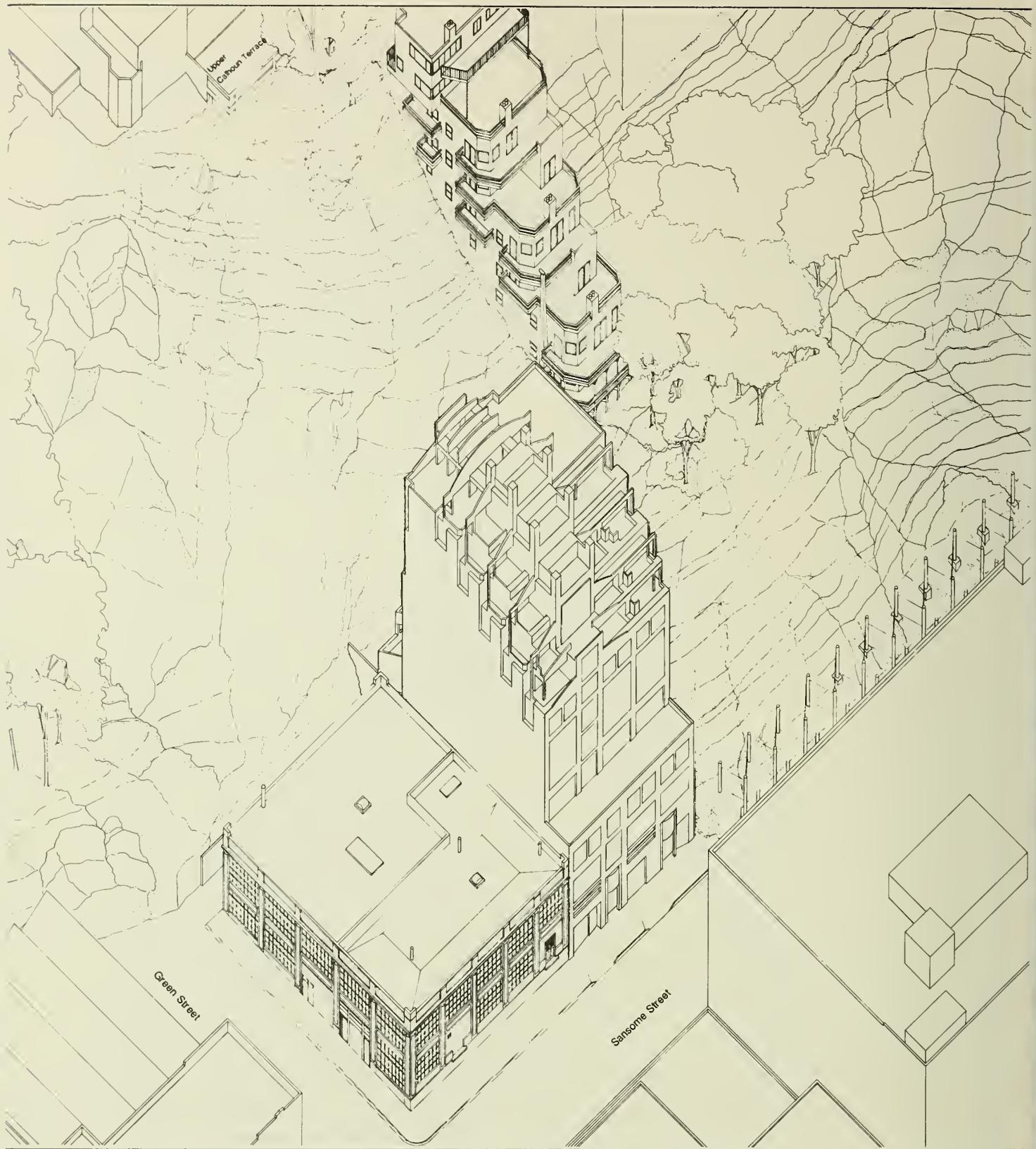
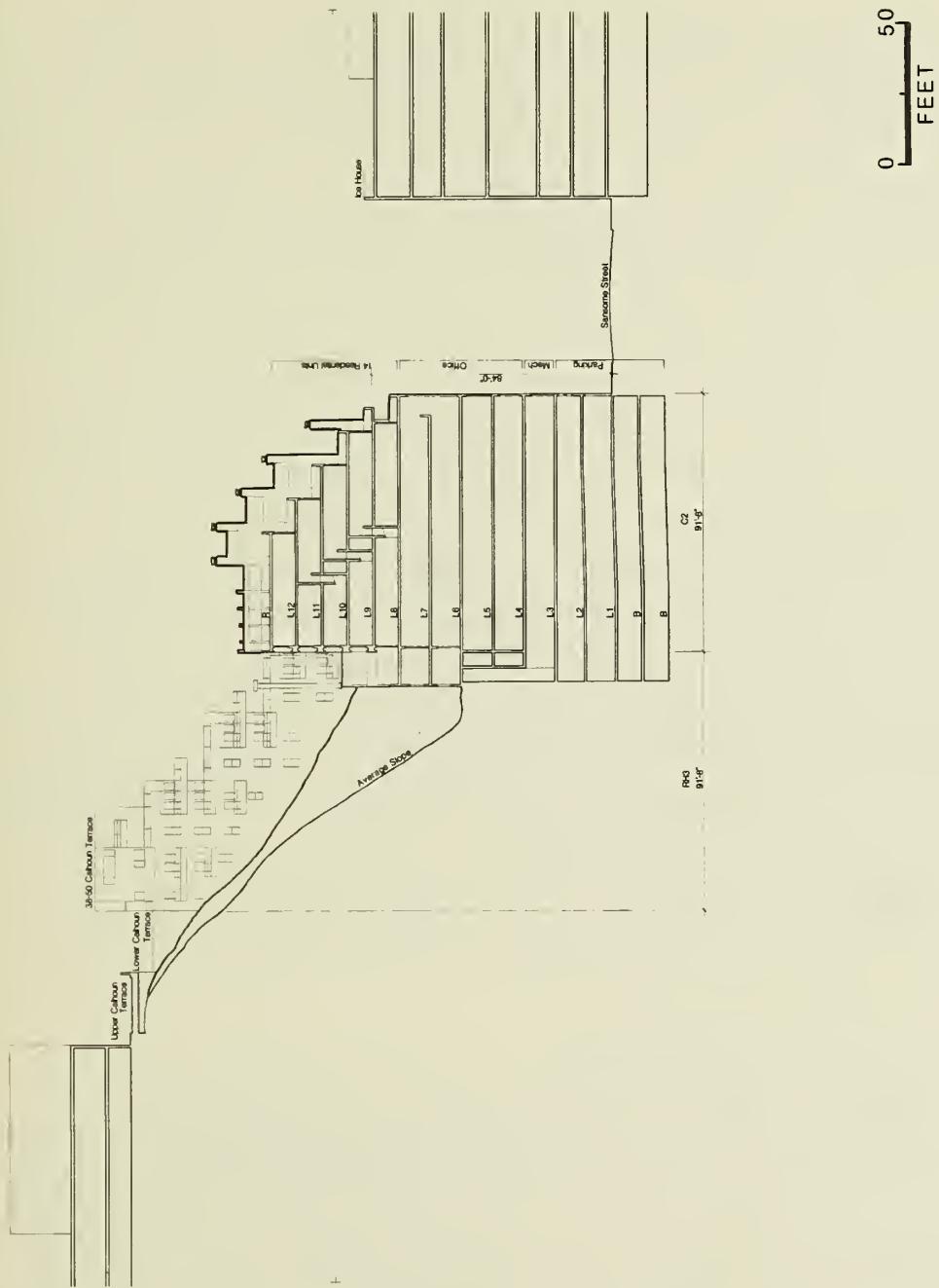


FIGURE 22b: ALTERNATIVE 3 - CODE COMPLYING
REDUCED OFFICE SPACE ALTERNATIVE

SOURCE
TAI ASSOCIATES/ARCHITECTS

● FIGURE 22c: ALTERNATIVE 4 SECTION



Response

The impacts of the office only alternative (Alternative 2) are discussed on pp. 70 and 71 of the EIR. View blockage, parking and transit impacts, and energy use would be reduced with this alternative.

The project sponsor considered an alternative which would have had six residential units on the RH-3 zoned portion of the project lot and office space and eight additional condominium units on the C-2 portion of the lot. Access to the RH-3 units would have been from Calhoun Terrace; access to the C-2 office and residential space would have been from Sansome Street. This proposal would have had about the same total floor area; the height of the building on the Sansome Street frontage of the lot would have been similar to that of the proposed project. The height of the residential portion of the structure as measured from Calhoun Terrace would be about 28 feet.

This proposal was not considered beyond schematic drawings because it would have had more impacts on the environment than the proposed project. Specifically, development both on the proposed project site and the upper portions of the site would increase geologic hazards, decrease views of the cliff, decrease cliffside habitat, and increase parking and traffic impacts on Calhoun Terrace. It could reduce impacts on urban design, as the western residential units might blend more effectively with the adjacent units than would those of the project and reduce view blockage from the Lower Calhoun Terrace residences. The purposes of CEQA, are not served by consideration of alternatives with greater impact to the environment than the proposed project.

M. STAFF-INITIATED TEXT CHANGES

The following paragraph has been added before the first paragraph on p. 69 to clarify the decision-makers' role with respect to selection of alternatives to the proposed project:

"The project sponsor has considered and rejected the following alternatives to the proposed project. The decision-makers may approve an alternative if they decide

that it is more appropriate for the site than the proposed project, despite the projects sponsor's reasons for rejection."

The sponsor's reasons for rejecting the alternative methods for slope stabilization have been moved from p. 52 (Impacts) to p. 64 (Mitigation Measures) as follows:

All of the third full paragraph on p. 52 except the first sentence has been deleted from that section. (The first sentence on the third paragraph on p. 52 remains as written.)

On p. 53, the third sentence of the third full paragraph has been replaced with the following sentence:

"It is not possible to predict which slopes on Telegraph Hill would fail in an earthquake; however, proper retention could prevent damage to the proposed structure from such an occurrence."

The following sentence has been added to the end of the fourth mitigation measure on p. 64 which deals with maintaining the existing retention basin only:

"This option was rejected because it does not incorporate any measures to reduce the incidence of rockfalls or protect the structure from rockfall damage."

The following sentence has been added to the end of the fifth mitigation measure on p. 64 which deals with using a series of retaining walls and planter boxes to stabilize the cliff:

"This option was rejected because it would be hazardous to the construction crew to build, as it requires working with jackhammers while suspended from the cliff by mountain-climbing gear. In addition, this method would have limited long-term effectiveness because the stabilization materials have a high corrosion potential and the corrosion is imperceptible from the surface."

The following has been added to the end of the sixth mitigation measure on p. 64 which deals with using a series of retaining walls and planter boxes to stabilize the cliff.

"This measure was rejected by the project sponsor because of the substantial cost involved and because of the adverse visual impacts."

Since publication of the Draft EIR the project sponsor has proposed the possibility of providing two additional parking spaces for the office portion of the site through tandem parking. To reflect this, the following changes have been made in the EIR:

On p. 48 of the EIR, paragraph 2, in line 1, the parenthetical phrase, "(32 if tandem parking is used)" has been inserted following "... provide 30 ...".

Also on p. 48, paragraph 2, in both lines 2 and 4, the parenthetical phrase "(18 if tandem parking is used)" has been inserted after "... 16".

On p. 12, first full paragraph, the second to last sentence has been replaced with the following sentence:

"Thirty parking spaces (32 if tandem parking is used) are planned (14 spaces on the residential parking level and 16 spaces on the second floor), 14 for the exclusive use of residents and 16 (18 if tandem parking is used) for use by office tenants."

Figure 22, p. 72 shows Alternative 2, not Alternative 3 as labelled. The title of this figure has been changed to read:

"Alternative 2 - All Office Space Variation"

The reference to this figure has been moved from the second line of the Alternative 3 discussion to the end of the first sentence under Alternative 2, following "... office and residential uses...".

Figure 10 was taken from a slightly different angle than the photomontage view presented in Figure 16a. For consistency, the photo on p. 92 of this document has been substituted for Figure 10.

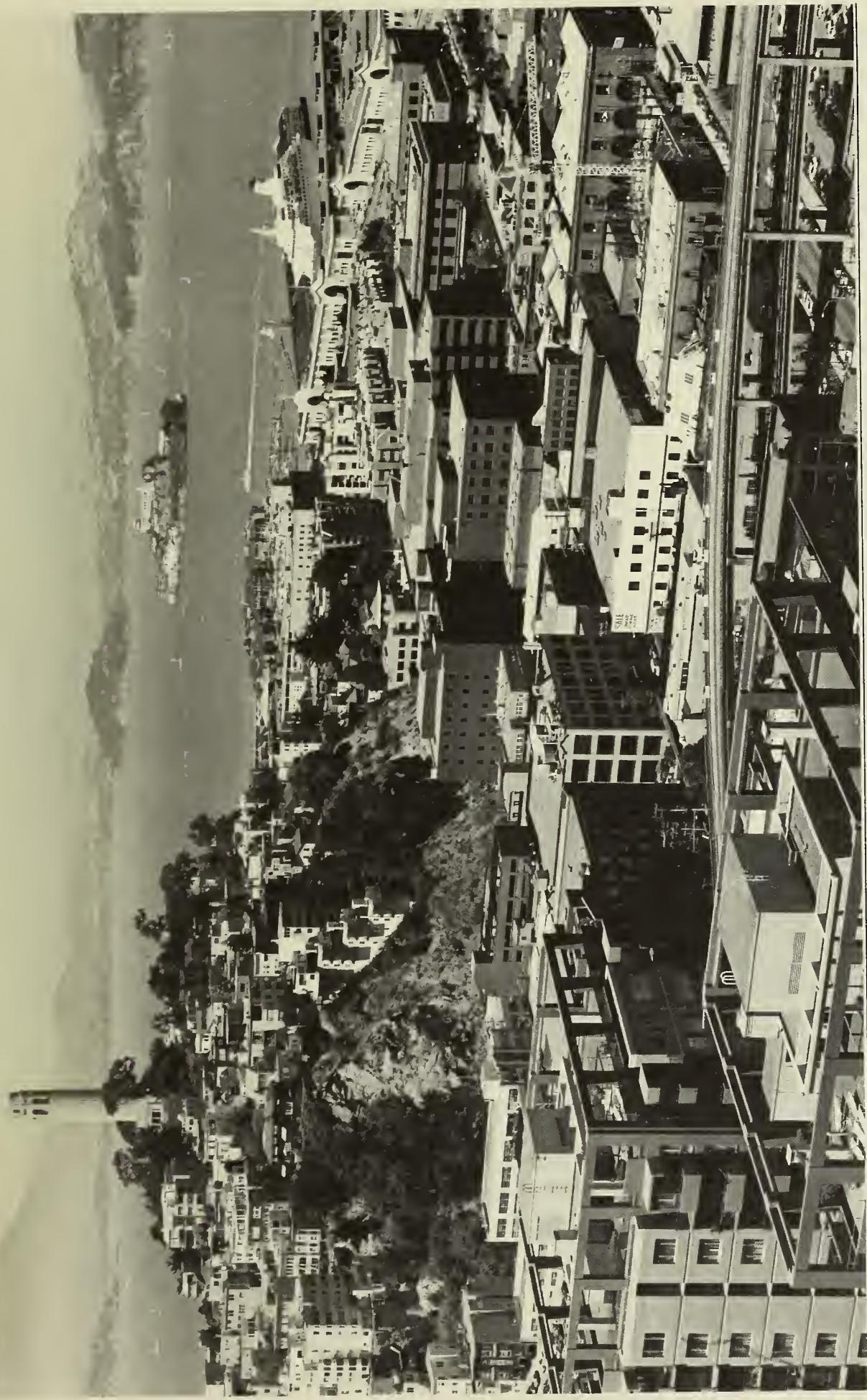


FIGURE 10: VIEW OF THE SITE FROM AN EMBARCADERO
OFFICE BUILDING LOOKING NORTHWESTWARD

▲
SITE

SOURCE
GERALD RATTI

Table 3, p. 47 of the EIR, has been revised as follows in order to correct an error in the original DEIR. (Underscoring denotes revised figure):

TABLE 3: PROJECTED OFFICE PARKING DEMAND

	<u>Buildings*</u> <u>Inside Survey Area</u>	<u>1171 Sansome Based on Down- town Survey</u>	<u>Total Inside Survey Area</u>	<u>Buildings** Outside Survey Area</u>	<u>Grand Total</u>
Long-Term Demand (Gross)	425	29	454	N/A	N/A
No. of on-site Parking Spaces	117	<u>16</u>	<u>133</u>	N/A	N/A
Net Long-Term Demand	308	<u>13</u>	<u>321</u>	155	<u>476</u>
Net Short-Term Demand	42	3	45	17	62
Total Parking Demand	350	<u>16</u>	<u>366</u>	172	<u>538</u>

* Individual buildings inside the survey area are listed in Table A-2, Appendix A, p. 81. Survey area boundaries are shown on Figure 14, p. 27.

** Individual buildings outside the project area that would compete for parking in the project area are listed in Table A-3, Appendix A, p. 82.

SOURCE: Environmental Science Associates, Inc.

The following urban design features would be included in the project to enhance its appearance and to create an overall design which is consistent with the requirements of the Historic District. They are not properly characterized as mitigations, and have been deleted from p. 61 of the EIR. They are discussed in the Urban Design Impact section, p. 39 of the EIR, with the exception of street trees.

- The project would use similar building materials, design, color and detailing as buildings on the west side of Sansome St.

- By emphasizing different architectural detailing in the upper and lower floors, the building design would provide vertical integration with the surrounding street-level (northern waterfront) and elevated (Telegraph Hill) architectural settings.
- Decks, fireplace chimneys, planter boxes and other smaller scale articulation on the upper levels would enhance the residential nature of the upper levels of the project, and provide a transition to residences on Telegraph Hill.
- Two or three street trees would be incorporated into the project design, as appropriate.

In addition, the following has been added following the last sentence of the third paragraph on p. 39 in order to include mention of the street trees:

"Two or three street trees would be incorporated into the project design, as appropriate."

The following persons and organizations were erroneously included and have been deleted from the distribution list, pp. 76-78 of the EIR:

Senior Escort Program, South of Market Branch
Tenants and Owners Development Corp.
Timothy A. Tosta
Consumer Action
Downtown Association
Downtown Senior Social Services
Foundation for San Francisco's Architectural Heritage
Heller, Ehrman, White, and McAuliffe
Legal Assistance to the Elderly
Lincoln Property Company
San Francisco Convention and Visitors Bureau
San Francisco Junior Chamber of Commerce

The following organizations were erroneously listed twice in the distribution list, p. 78 of the EIR:

Foundation for San Francisco's Architectural Heritage
Telegraph Landing Homeowners' Association

One listing of each of these has been removed from p. 74 of the EIR.

The following persons and organizations were inadvertently omitted from the list of adjacent property owners, p. 78 of the DEIR and have been added under the heading "ADJACENT PROPERTY OWNERS":

Robert V. Giusti
Louis L. Pourciau Trust

The following person was omitted from the list of EIR Authors, Consultants, Organization and Persons Consulted and is hereby added to p. 74 of the EIR:

"PHOTOMONTAGES

Hartmut Gerdes
429 Filbert St.
San Francisco, California"

Mr. Gerdes produced the photomontages on Figures 16, 17, and 18 of the EIR (pp. 35, 37, and 38 respectively).

In addition, the following person produced the additional photomontages in the Response to Comment document and has been added under PHOTOMONTAGES, p. 74"

"Gerald Ratto
20 Lucerne St.
San Francisco, California"

ADDENDUM TO COMMENTS AND RESPONSES

1171 Sansome St. 82.418EAVD

The following will be inserted in the Summary of Comments and responses on page 39, as the second paragraph:

"The following will be inserted before the last sentence of the second paragraph on page 36 of the EIR:

'Views to the southeast from the unit above the two lowest Calhoun Terrace Apartments would be obstructed almost as much as that of the lower units by the penthouse level of the project. However, since this level steps in on the east about 20 feet, view loss would be reduced accordingly. The unit just above this one (these two units make up the second step of the three steps of Calhoun Terrace) would have views interrupted by the arbor arches atop the penthouse. The largest of these is about 50 feet long in the arch. The others are about 18 feet long. The arbors are six to eight inches thick.'"

The following will be inserted in the Summary of Comments and Responses on page 66 at the end of the second paragraph:

"In addition to monitoring for slope movement, the project site and the surrounding area will be monitored for vibration caused by drilling and running equipment.

The following has been added as the fourth paragraph on page 64 of the EIR:

'The project site and nearby facilities would be monitored for vibrations caused by the breaking, digging and hauling of rock. In the event the vibrations are of sufficient magnitude to potentially result in damage to structures the process would be modified or alternative equipment would be used, as appropriate.'"

IX. EIR AUTHORS AND CONSULTANTS; ORGANIZATIONS AND PERSONS CONSULTED

EIR AUTHORS

San Francisco Department of City Planning
 450 McAllister Street, Fifth Floor
 San Francisco, CA 94102

Environmental Review Officer: Alec Bash
 Assistant Environmental Review Officer: Barbara W. Sahm
 Project Coordinator: James McCormick

EIR CONSULTANTS

Environmental Science Associates, Inc.
 ● 760 Harrison Street
 San Francisco, CA 94107

(Prime Consultant: Project Description; Urban Design and Visual Quality; Parking and Cumulative Muni; Geologic Considerations; Energy; Mitigation Measures; and Alternatives to the Proposed Project.)

Associate-in-Charge: Avril Tolley
 ● Project Manager: Kathy O'Loughlin
 Richard Grassetti

PROJECT SPONSOR

Seaton Corporation / Vinton Corporation
 665 Bush Street
 San Francisco, CA 94108
 Vincent Tai, President

PROJECT ARCHITECTS

Tai Associates/Architects
 665 Bush Street
 San Francisco, CA 94108
 Carl Kinczel, Project Manager
 John Grove

ENERGY CONSULTANTS

Hayakawa Associates
 50 Green St.
 San Francisco, CA 94111
 Zia Diarkee, Project Engineer

GEOTECHNICAL CONSULTANTS

Dames & Moore
 500 Sansome St.
 San Francisco, CA 94111
 William Wood, Associate

PHOTOMONTAGES

- Hartmut Gerdes
 429 Filbert St.
 San Francisco, California 94133
- Gerald Ratto
 20 Lucerne St.
 San Francisco, California 94103

CITY AND COUNTY OF SAN FRANCISCO

Department of City Planning

100 Larkin Street

San Francisco, CA 94102

Gail Bloom

Jonathan Malone

David Lynch

Robert Feldman

Police Department

Hall of Justice

850 Bryant Street

San Francisco, CA 94103

Sgt. James H. Farrell,
Crime Analysis Unit

Clean Water Program

770 Golden Gate Avenue

San Francisco, CA 94102

Nathan Lee

OTHER ORGANIZATIONS

Pacific Gas and Electric Company

245 Market St.

San Francisco, CA 94106

Lee Cordner, Industrial Power Engineer

Golden Gate Disposal Company

900 - 7th Street

San Francisco, CA 94107

Peter Gardella, Vice President

Fire Department

Support Services

260 Golden Gate Avenue

San Francisco, CA 94102

Edward J. Phipps, Assistant
Support Services

Water Department

City Distribution Division

1990 Newcomb Avenue

San Francisco, CA 94124

Cy Wentworth, Estimator

Dept. of Public Works

Bureau of Sanitary Engineering

770 Golden Gate Avenue

San Francisco, CA 94102

J.M. de la Cruz

Pacific Telephone & Telegraph

150 Hayes St.

San Francisco, CA 94102

Werner Otten, Network Engineer

X. DISTRIBUTION LIST

REGIONAL AGENCIES

Alameda-Contra Costa County Transit District
Association of Bay Area Governments
Bay Area Air Quality Management District
Bay Area Rapid Transit District

Golden Gate Bridge Highway & Transportation District
Metropolitan Transportation Commission
San Mateo County Transit District

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Commission
Department of City Planning
Landmarks Preservation Advisory Board
Bureau of Building Inspection
San Francisco Fire Department
San Francisco Department of
Public Works
Traffic Engineering Division
Mayor's Economic Development Council
San Francisco Department of
Public Works
Mechanical Section

San Francisco Municipal Railway
Muni Planning Division
San Francisco Committee for
Utility Liaison on Construction
and Other Projects (CULCOP)
San Francisco Public Utilities
Commission
San Francisco Real Estate Department
San Francisco Water Department
Distribution Division
Public Utilities Commission
Bureau of Energy Conservation

GROUPS AND INDIVIDUALS

AIA - San Francisco Chapter
Bay Area Council, Inc.
Bendix Environmental Research, Inc.

Brobeck, Phleger, and Harrison
Campeau Corp. of California
Chickering & Gregory

X. Distribution List

Chinatown Neighborhood Improvement Resource Center	Gerald Owyang
Coldwell Banker	Planning Analysis & Development
Joseph Coriz	Mrs. G. Bland Platt
Cushman Wakefield	Charles Hall Page and Associates
Mr. and Mrs. Richard de Laet	Nan Roth
Del Valle & Company	San Francisco Beautiful
Environmental Impact Planning	San Francisco Building & Construction Trades Council
Environmental Simulation Laboratory	San Francisco Chamber of Commerce
Fleischmann and Farber	● San Francisco Ecology Center
Foundation For San Francisco's Architectural Heritage	San Francisco Forward
Friends of the Earth	● San Francisco Labor Council
Gary Goss	San Francisco Planning and Urban Research Association
Gray Panthers	San Francisco Tomorrow
Gruen, Gruen & Associates	San Franciscans for Reasonable Growth
● Sue Hestor	John Sanger & Associates
Carl Imparato	Ms. Schick
David Jones	● Sierra Club
Paula Lamb	Telegraph Hill Dwellers Assn.
Chris Lavdiotis	Telegraph Hill Neighborhood Assn.
League of Women Voters	Telegraph Hill Survival Association
● Michael Levin	Telegraph Landing Homeowner's Assoc.
● L L & L Investment Trust	● Paul Thayer
● Mrs. H.P. Marohl	● Steven Weicker
	Whisler-Patri

X. Distribution List

ADJACENT PROPERTY OWNERS

Ethel & Sylvia Bacigalupi

Hans & Frieda Klussman

Lila Barkhordarian

Betty Rader

David Davies

Biagio Scatena

R.L. & E. Dresel

Verner Shea

● Robert V. Giusti

● Louis L. Pourciau Trust

MEDIA

San Francisco Bay Guardian

San Francisco Progress

San Francisco Chronicle

The Sun Reporter

San Francisco Examiner

LIBRARIES

Environmental Protection Agency Library

San Francisco State University
Government Publications Department

Hastings College of the Law - Library

Stanford University
Government Documents Section

San Francisco Public Library
Business Branch

University of California
Institute of Governmental Studies

San Francisco Public Library
Civic Center Branch
Documents Department

XI. Certification Motion

File No. 82.418EVAD
Address: 1171 Sansome Street

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION NO. 10007

ADOPTING FINDINGS RELATED TO THE CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED OFFICE AND RESIDENTIAL BUILDING LOCATED AT 1171 Sansome Street.

MOVED, that the San Francisco City Planning Commission ("Commission") hereby CERTIFIES the Final Environmental Impact Report identified as 82.418EVAD based upon the following findings:

1. The City and County of San Francisco, acting through the Department of City Planning ("Department") fulfilled all procedural requirements of the California Environmental Quality Act (Cal. Pub. Res. Code Section 21000 et seq., "CEQA"), the State CEQA Guidelines (Cal. Admin. Code Title 14, Section 15000 et seq., "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31").

a. The Department determined that an EIR was required and provided public notice of the determination by publication in a newspaper of general circulation on December 3, 1982.

b. On June 10, 1983, the Department published the Draft Environmental Impact Report ("DEIR") and provided public notice in a newspaper of general circulation of the availability of the DEIR for a public review and comment period of 34 days and of the date and time of the City Planning Commission public hearing on the DEIR; the notice was mailed to the Department's list of persons requesting such notice.

c. Notices of availability of the DEIR and of the date and time of the public hearing were posted near the project site by department staff on June 13, 1983.

d. On June 10, 1983, copies of the DEIR were mailed or otherwise delivered to a list of persons requesting it, to those noted on the distribution list in the DEIR, to adjacent property owners, and to other government agencies.

e. Notice of Completion was filed with the State Secretary of Resources on June 15, 1983.

2. The City Planning Commission held a duly advertised public hearing on said Draft Environmental Impact Report on July 14, 1983, at which opportunity was given for, and public comment received on the DEIR.

3. The Department prepared responses to comments on environmental issues received at the public hearing and in writing during the public review period, prepared additions to the text of the DEIR in response to comments received or based on additional information that became available during the public review period, and corrected errors in the DEIR. This material was presented in a

CITY PLANNING COMMISSION

File No. 82.418EVAD
Address: 1171 Sansome Street
Motion No. 10007
Page Two

"Draft Summary of Comments and Responses", published on September 30, 1983, was distributed to the Commission and to all parties who commented on the DEIR, and was available to others upon request at Department offices.

4. A Final Environmental Impact Report has been prepared by the Department, based upon the Draft Environmental Impact Report, any consultations and comments received during the review process, any additional information that became available, and the Summary of Comments and Responses, all as required by law.

5. Project Environmental Impact Report files have been made available for review by the City Planning Commission and the public and these files are part of the record before the Commission.

6. On December 1, 1983, and on May 10, 1984, the Commission reviewed the Final Environmental Impact Report and found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed comply with the provisions of the California Environmental Quality Act, the Guidelines of the Secretary for Resources and Chapter 31 of the San Francisco Administrative Code.

7. The City Planning Commission hereby does find that the Final Environmental Impact Report concerning 82.418EVAD 1171 Sansome Street is adequate, accurate and objective, and that there are no significant revisions to the Draft Environmental Impact Report, and does hereby CERTIFY THE COMPLETION of said final Environmental Impact Report in compliance with the California Environmental Quality Act and the State Guidelines.

8. The Commission, in certifying the completion of said Final Environmental Impact Report, hereby does find that the proposed project to be presented to the Planning Commission for consideration and approval is a mixed use building similar to but reduced in scale from the project described in the EIR; specifically, the project as currently proposed would be four stories and 35 feet shorter, would have two fewer dwelling units, approximately 10,200 less gross square feet of offices and two additional tandem parking spaces, and that the project will have a significant effect on the environment in that the project would attract visitors to the vicinity of the site who could be exposed to rock and slide debris falling down Telegraph Hill in the event of a severe earthquake, and the project would result in a partial loss of views of Telegraph Hill from the east and south of the site.

I hereby certify that the foregoing Motion was ADOPTED by the City Planning Commission at its regular meeting of May 10, 1984.

Lee Woods, Jr.
Secretary

AYES: Commissioners Bierman, Karasick, Klein, Nakashima, Rosenblatt, Salazar, Wright

NOES: None

ABSENT: None

ADOPTED: May 10, 1984

X. APPENDICES

APPENDIX A: PARKING AND TRANSIT

TABLE A-1: TRAVEL DISTRIBUTION AND MODEL SPLIT FOR DOWNTOWN SAN FRANCISCO DEVELOPMENT

Geographic Area	OFFICE						RETAIL Travel						RESIDENTIAL					
	Work		Geog.		Other		Geog.		Work Travel (22%)		Geog.		Other Travel (78%)		Geog.		Other	
	Geog. %*	Mode	Geog. %**	Mode	Geog. %*	Mode	Geog. %*	Mode	Geog. %**	Mode	Geog. %*	Mode	Geog. %**	Mode	Geog. %*	Mode	Geog. %**	Mode
San Francisco																		
Downtown/Northeast (East of Van Ness, North of Market to the Embarcadero, South of Market to 101)	7.0	Auto Muni BART Walk	9.0 61.0 1.0 29.0	33.0	Auto Muni BART Walk	2.0 20.0 0.0 78.0	84.0	Auto Muni BART Walk	3.0 7.0 1.0 89.0	75.0	Auto Muni BART Walk	4.0 55.0 1.0 40.0	75.0	Auto Muni BART Walk	5.0 75.0 10.0 10.0	Auto Muni BART Walk	5.0 75.0 10.0 10.0	
Northwest (Richmond, Marina Western Addition)	15.0	Auto Muni	31.0 69.0	11.0	Auto Muni	15.0 85.0	1.0	Auto Muni	10.0 90.0	10.0	Auto Muni	20.0 80.0	15.0	Auto Muni	25.0 75.0	Auto Muni	25.0 75.0	
Southwest (Sunset, Parkside, Ingleside, Excelsior, Twin Peaks, and Upper Market)	13.0	Auto Muni BART	29.0 62.0 9.0	13.0	Auto Muni BART	12.0 69.0 19.0	2.0	Auto Muni BART	10.0 80.0 10.0	5.0	Auto Muni BART	25.0 65.0 10.0	5.0	Auto Muni BART	25.0 65.0 10.0	Auto Muni BART	25.0 65.0 10.0	
Southeast (Potrero Hill, Bayview, Hunters Point, East and South of 101)	5.0	Auto Muni BART	26.0 52.0 22.0	7.0	Auto Muni BART	13.0 38.0 50.0	2.0	Auto Muni BART	10.0 80.0 10.0	4.0	Auto Muni BART	20.0 55.0 25.0	2.0	Auto Muni BART	20.0 55.0 25.0	Auto Muni BART	20.0 55.0 25.0	
Peninsula (San Mateo and Santa Clara Counties)	18.0	Auto Muni BART SamT SPRR	44.0 3.0 19.0 7.0 27.0	8.0	Auto Muni BART SamT SPRR	50.0 0.0 30.0 10.0 10.0	3.0	Auto Muni BART SamT SPRR	25.0 0.0 25.0 0.0 50.0	4.0	Auto Muni BART SamT SPRR	44.0 3.0 19.0 7.0 27.0	1.0	Auto Muni BART SamT SPRR	80.0 0.0 0.0 0.0 17.0	Auto Muni BART SamT SPRR	80.0 0.0 0.0 0.0 17.0	
East Bay (Alameda and Contra Costa Counties)	30.0	Auto BART AC	33.0 37.0 30.0	20.0	Auto BART AC	13.0 79.0 8.0	6.0	Auto BART AC	38.0 62.0 0.0	2.0	Auto BART AC	33.0 37.0 30.0	1.0	Auto BART AC	80.0 11.0 9.0	Auto BART AC	80.0 11.0 9.0	
North Bay*** (Marin and Sonoma Counties)	12.0	Auto GGTB GGTF	58.0 35.0 7.0	8.0	Auto GGTB GGTF	70.0 20.0 10.0	2.0	Auto GGTB GGTF	70.0 30.0 0.0	2.0	Auto GGTB GGTF	73.0 19.0 8.0	1.0	Auto GGTB GGTF	73.0 19.0 8.0	Auto GGTB GGTF	73.0 19.0 8.0	

* Percent of travel with origins or destinations in each geographic area.

** Percent of travel in each geographic area using listed mode of travel.

*** GGTB stands for Golden Gate Transit Bus; GGTF stands for Golden Gate Transit Ferry.

SOURCE: San Francisco Department of City Planning, 333 Bush Street Final Environmental Impact Report, December 16, 1982.

TABLE A-2: CUMULATIVE DEVELOPMENT IN PROJECT AREA

Project Name	OFFICE		RETAIL		RESIDENTIAL	
	Total New GSF*	Net New GSF	Total New GSF	Net New GSF	Total New d.u.**	Net New d.u.
Roundhouse	45,000	45,000	3,000	3,000	--	--
Embarcadero Terraces	142,000	142,000	--	--	--	--
Ice House Conversion	209,000	209,000	--	--	--	--
1299 Sansome	41,000	41,000	3,500	3,500	--	--
101 Lombard	--	--	--	--	202	202
Levi Plaza***	--	--	--	--	160	160
TOTAL	437,000	437,000	6,500	6,500	362	362

* Gross sq. ft. of floor space

** Dwelling unit

*** Commercial space in Levi Plaza is currently fully occupied. Only the unbuilt residential units are shown in this table. All of the travel from the commercial portions of Levi Plaza is included in the existing conditions.

SOURCE: Department of City Planning

TABLE A-3: CUMULATIVE OFFICE DEVELOPMENT IN DOWNTOWN SAN FRANCISCO AS OF JANUARY 27, 1983

Assessor's Block	Case No.	Project Name	Office (Gross Sq. Ft.)			Retail (Gross Sq. Ft.)		
			Total	Net	Total	Net		
			New	New	New	New	Constr.	Constr.
<u>Downtown Office Projects Under Formal Review</u>								
110	82.129E	Embarcadero Terraces*	142,000	142,000	3,000	3,000		
112	81.258	Ice House Conversion(C)*	209,000	209,000				
113	82.418E	1171 Sansome*	30,000	30,000				
136	81.245	955 Front at Green	50,000	50,000				
176	81.673EACV	Columbus/Pacific Savoy**	49,000	49,000	22,000	22,000		
176	82.368ED	900 Kearny	25,000	25,000	5,000	5,000		
228	81.610ED	569 Sacramento (C)***	19,000	19,000				
269	81.132ED	Russ Tower Addition	392,900	392,900	13,000	13,000		
288	81.687ED	222 Kearny/Sutter	269,400	202,400	10,000	-8,400		
331	81.448E	Mixed Use Development	218,600	207,600	44,700	19,700		
669	81.667ED	1361 Bush (C)	45,720	45,720				
716	81.581ED	Polk/O'Farrell	61,600	61,600	22,400	22,400		
814	81.540E	101 Hayes	126,000	126,000	6,000	6,000		
816	82.212E	300-350 Gough	16,000	16,000				
834	82.603E	25 Van Ness (addition)	42,000	42,000				
3702	81.549ED	1145 Market	137,500	108,500	8,000	8,000		
3707	81.245C	New Montgomery Pl.	231,500	217,400	2,200	-3,900		
3708	81.493ED	71 Stevenson	324,600	324,600	6,200	6,200		
3717	81.183E	123 Mission	342,800	342,800				
3733	82.29E	832 Folsom	50,000	50,000				
3750	82.241E	600 Harrison at Second	228,000	228,000	10,000	10,000		
3750	82.77E	642 Harrison (C)	54,400	45,900				
3760	81.386	401 6th	7,000	7,000				
3763	82.384EV	400 2nd at Harrison	71,500	49,500				
3778	81.630ED	548 5th/Brannan	250,000	250,000				
3786	82.33E	655 5th/Townsend	126,250	126,250				
3788	82.352EV	640 2nd	39,100	37,400				
3789	82.31EV	615 2nd/Brannan (C)	106,000	106,000				
9900	81.63	Ferry Building Rehab	308,000	96,000	150,000	124,000		
TOTAL UNDER FORMAL REVIEW			3,972,870	3,607,570	302,500	227,000		

(continued)

TABLE A-3: CUMULATIVE OFFICE DEVELOPMENT IN DOWNTOWN SAN FRANCISCO AS OF JANUARY 27, 1983

Assessor's Block	Case No.	Project Name	Office		Retail	
			(Gross Sq. Ft.)		(Gross Sq. Ft.)	
			Total	Net	Total	Net
			New	New	New	New
			Constr.	Constr.	Constr.	Constr.
<u>Approved Downtown Office Projects</u>						
58	82.234E	Roundhouse*	45,000	45,000	3,000	3,000
141		100 Broadway	13,000	13,000		
143		1000 Montgomery (C)	39,000	39,000		
161	80.191	Mirawa Center	36,000	36,000	30,650	30,650
164	81.631D	847 Sansome**	23,750	23,750		
164	81.573D	50 Osgood Place**	22,500	22,500	9,100	9,100
166	80.15	750 Battery**	105,400	105,400	12,800	12,800
240	81.705ED	580 California/Kearny	329,500	260,000	6,500	6,500
261	81.249ECQ	333 California	640,000	466,500	15,500	15,500
262	81.206D	130 Battery	41,000	41,000		
265	81.195ED	388 Market at Pine	234,500	85,500	10,000	-8,500
267	81.241D	160 Sansome	2,200	2,200		
268	81.422D	250 Montgomery at Pine	105,700	65,700	8,000	8,000
270	81.175ED	466 Bush	86,700	86,700	7,800	2,200
271		582 Bush	18,900	18,900		
288	81.461EC	333 Bush (Campeau)	498,400	458,100	20,900	20,900
294	82.870	44 Campton Place	7,600	7,600		
311	82.120D	S.F. Federal	246,800	218,850	1,600	-9,440
834	82.603E	25 Van Ness (C)	101,600	101,600	36,400	36,400
3512	82.14	Van Ness Plaza	170,000	170,000	6,000	6,000
3518	81.483V	291 10th St.	25,700	25,700		-25,700
3705	80.315	Pacific III Apparel Mart	332,400	332,400		
3707	81.492ED	90 New Montgomery	124,300	124,300	3,350	3,350
3709	81.113ED	Central Plaza	353,100	136,300	17,400	17,400
3715	82.16EC	121 Steuart	33,200	33,200		
3722	81.417ED	144 Second at Minna	30,000	30,000		
3724	81.102E	Holland Ct. (C)	27,850	27,850		
3729	82.860	774 Tehama	5,800	5,800		
3732	81.548DE	466 Clementina (C)	15,150	15,150		
3733	81.2	868 Folsom	65,000	65,000		
3735	80.106	95 Hawthorne (C)	61,900	61,900		
3738	DR85	315 Howard	294,000	294,000	3,200	3,200
3741	82.203C	201 Spear	229,000	229,000	5,200	5,200
3749	81.18	Marathon - 2nd & Folsom	681,700	681,700	39,300	39,300
3752	77-220	Office Bldg. (YBC SB-1)	11,000	11,000		
3763	81.287V	490 2nd at Bryant (C)	40,000	40,000		
3763	81.381	480 2nd at Stillman (C)	35,000	35,000		
3775	81.147V	338-340 Brannan (C)	36,000	36,000		
3776	81.59	Welsh Commons	55,600	55,600	12,000	12,000
3776	81.693EV	539 Bryant/Zoe	63,000	63,000		
3787	81.306	252 Townsend at Lusk	81,900	81,900		
3788	81.296Z	690 2nd/Townsend (C)	16,600	16,600	16,000	16,000
3789	81.552EV	625 2nd/Townsend (C)	157,000	157,000		
3794	81.569EV	123 Townsend	104,000	49,500		
3794		155 Townsend	19,000	19,000		
3803	81.244D	China Basin Expansion	196,000	196,000		
TOTAL APPROVED			5,861,750	5,090,200	264,700	203,860

TABLE A-3: CUMULATIVE OFFICE DEVELOPMENT IN DOWNTOWN SAN FRANCISCO AS OF JANUARY 27, 1983 (Continued)

Assessor's Block	Case No.	Project Name	Office (Gross Sq. Ft.)			Retail (Gross Sq. Ft.)		
			Total	Net	New Constr.	Total	Net	New Constr.
<u>Downtown Office Projects Under Construction</u>								
106	81.415ED	1299 Sansome*	41,000	41,000		3,500	3,500	
227	80.296	Bank of Canton	230,500	177,500			-800	
163	81.1	901 Montgomery**	63,000	63,000		18,800	18,800	
164	81.251D	936 Montgomery**	21,500	11,500				
166	CU81.7	222 Pacific (C)**	142,000	142,000				
167		Golden Gateway III**	103,000	103,000				
196		736 Montgomery**	40,000	40,000				
196	CU79.49	Pacific Lumber Co.**	92,000	92,000				
206	81.165D	401 Washington**	13,200	13,200		1,800	1,800	
208	81.104EDC	Washington/Montgomery	235,000	233,300		4,000	-1,200	
237	DR80.6	353 Sacramento (Daon)	277,000	251,000		8,300	-2,000	
239	DR80.1	456 Montgomery	160,550	160,550		24,250	24,250	
240	DR80.16	550 Kearny	71,400	71,400				
263	CU79.12	101 California	1,265,000	1,257,000		24,700	-14,300	
271	81.517	453 Grant	27,500	27,500		6,200	6,200	
287	81.550D	Sloane Building (C)	125,300	125,300		30,000	30,000	
288	DR80.24	101 Montgomery	264,000	234,000		5,900	-14,100	
289	81.308D	One Sansome	603,000	603,000		7,000	7,000	
292	DR79.13	Crocker National Bank	676,000	495,000		86,000	54,000	
312	79.370	50 Grant	90,000	90,000				
351	79.133	U.N. Plaza	92,050	92,050				
351	DR79.24	Mardikian/1170 Market	40,000	40,000				
672		Wealth Investments	104,500	104,500				
738		One Flynn Center	25,000	25,000				
762		Opera Plaza	50,000	50,000				
3702	81.25	1155 Market/8th	138,700	138,700		8,800	8,800	
3708	80.34	25 Jessie/Ecker Square	111,000	111,000				
3709	80.36	Five Fremont Center	791,200	722,200		35,000	17,300	
3712	79.11	Federal Reserve Bank	640,000	640,000				
3715		141 Steuart	80,000	80,000				
3717	79.236	101 Mission at Spear	219,350	219,350				
3717		150 Spear	330,000	330,000				
3717	82.82D	135 Main	260,000	260,000		4,000	4,000	
3717	80.349	Spear/Main (160 Spear)	279,000	279,000		7,600	7,600	
3718	79.12	Pacific Gateway	540,000	540,000		7,500	7,500	
3724		Yerba Buena West	335,000	335,000				
3735		Convention Plaza	339,000	339,000				
3735		Planter's Hotel (C)	20,000	20,000				
TOTAL UNDER CONSTRUCTION			8,935,750	8,557,050		283,350	158,350	
GRAND TOTAL (ALL PROJECTS)			18,770,370	17,254,820		850,550	589,210	

* Developments inside the project area (see Table A-2, p. 81)

** Developments outside the project area included in the parking analysis

*** (C) - Conversion (generally industrial and/or warehouse to office)

SOURCE: Department of City Planning.

APPENDIX B: FINAL INITIAL STUDY

1171 SANSOME STREET

SAN FRANCISCO

82.418E

December, 1982

Differences between the following Initial Study and the preceding EIR reflect changes to the project and updated information.

INITIAL STUDY
1171 SANSOME STREET
82.418E

I. PROJECT DESCRIPTION

The proposed project would be located on a currently vacant site at 1171 Sansome St. on Lot 40 of Assessor's Block 113 (see Figure 1, p. 2). The property is situated within the southwestern quarter of the block bounded by Sansome, Union, Calhoun and Green Sts. The property is in two zoning districts: the eastern half is zoned C-2 (Community Business District) and the western half is zoned RH-3 (Residential House Districts, Three Family). The development rights from the western (RH-3 zoning district) part of the site would be transferred to the eastern (C-2 zoning district) part; this transferral would guarantee that the western part of the site would be reserved for permanent open space. The height and bulk limits for these zoning districts are 84-E for C-2 and 40-X for RH-3. The eastern portion of the site lies within the Northern Waterfront Special Use District No. 3 and the proposed Northeast Waterfront Historic District.

The project sponsor, Seaton Corporation / Vinton Corporation, proposes a 13-story combined office and condominium project (see Figures 2 and 3, pp. 3 and 4). The office portion would provide a permanent facility for the project sponsor and project architects, Tai Associates. These firms are currently located at 445 Bush. Parking would occupy the first two floors, offices would occupy the third through seventh floors, and residential units would occupy the eighth through thirteenth floors. Residential units would range in size from 850 sq. ft. to 1,500 sq. ft. and include one- and two-bedroom apartments, and two-bedroom flats and townhouses on the top floor.

The structure would conform with the 84 ft. height limit. The building elevation from Sansome St. would be calculated from an average of the site slope. The building would step back up the hill to accommodate slope variability and the increasing slope of the site moving west from Sansome St. The overall height of the building above Sansome St. would be 122.5 ft. The highest point of the building, the penthouse, would be in the westernmost portion of the building site, the furthest removed portion of the building from Sansome St. The building would cover approximately 6,625 sq. ft. of ground area and would contain approximately 68,000 gross sq. ft. of floor area. About 30,000 gross sq. ft. would be used for offices; net leasable office area would be about 26,400 sq. ft. Residential units would occupy about 24,400 sq. ft. Twenty-eight parking spaces are planned: 14 for the exclusive use of residents; and 14 for use by office tenants. Residential, office and garage entry would be from Sansome St.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. POTENTIALLY SIGNIFICANT EFFECTS

The potential significant environmental effects identified in this Initial Study include: view blockage of Telegraph Hill; parking; geotechnical stabilization of Telegraph Hill; maintaining the natural character of the hill; energy use; and cumulative effects on traffic and growth induction. These potential effects will be analyzed in greater detail in a subsequent focused Environmental Impact Report (EIR).

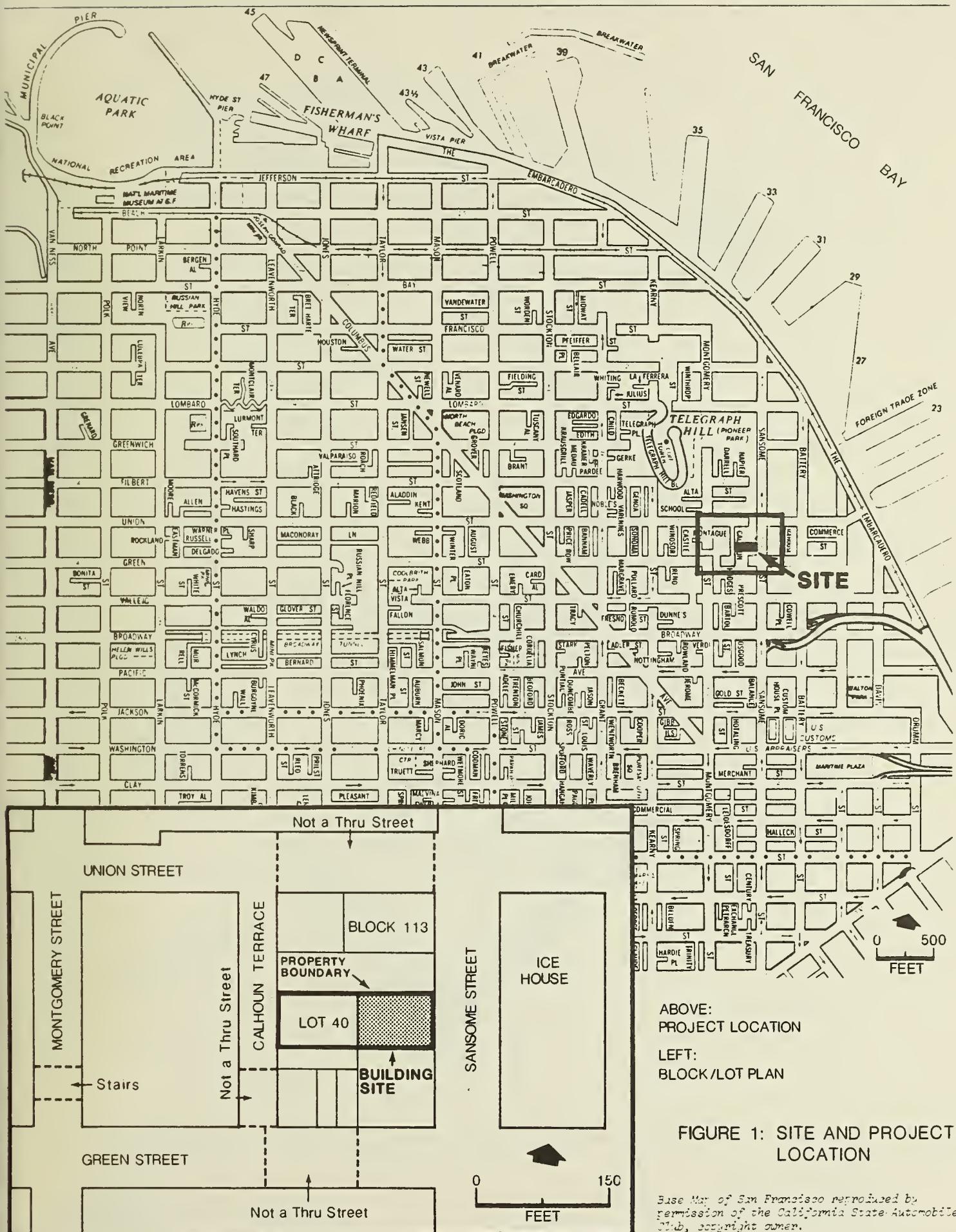
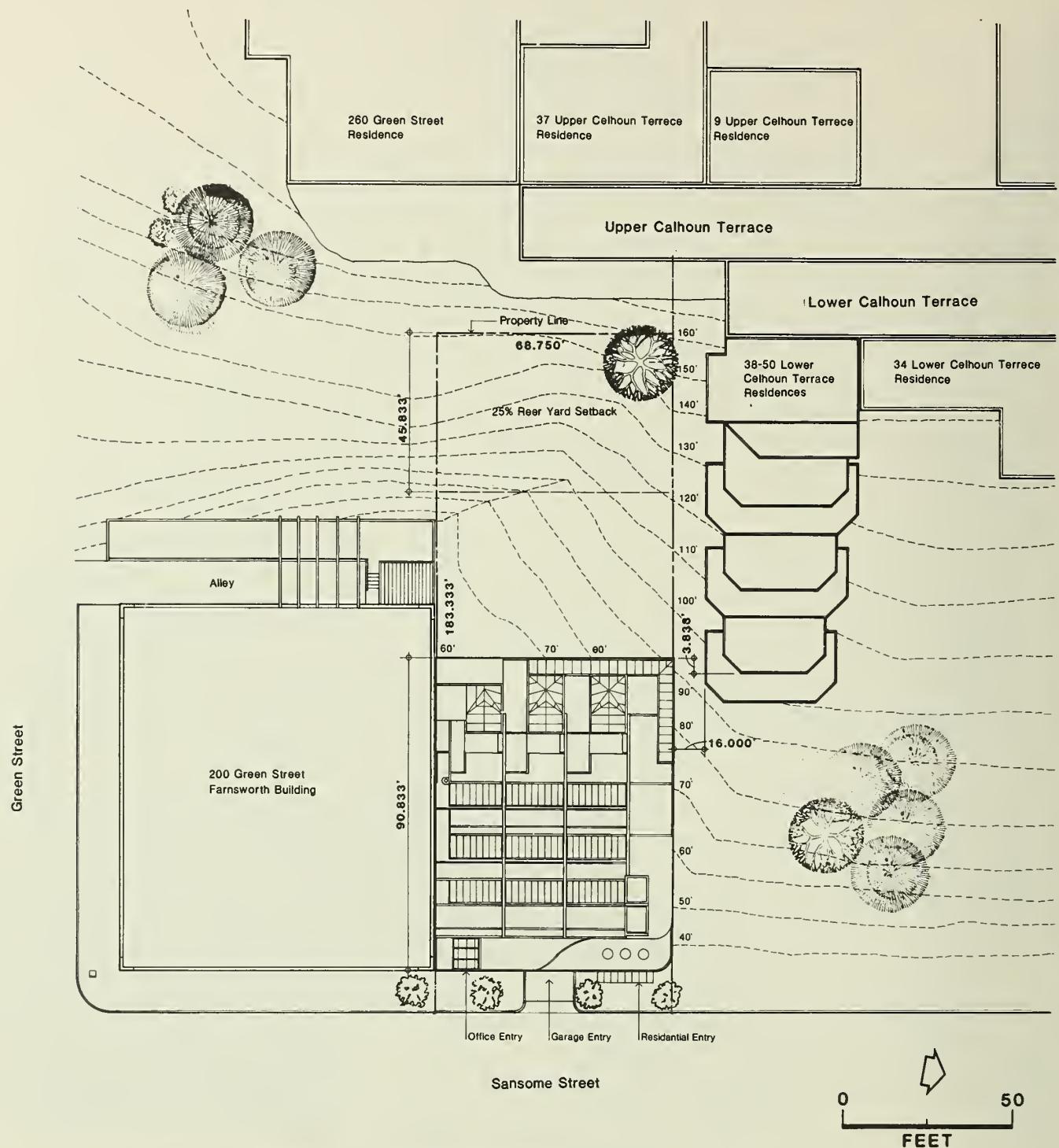


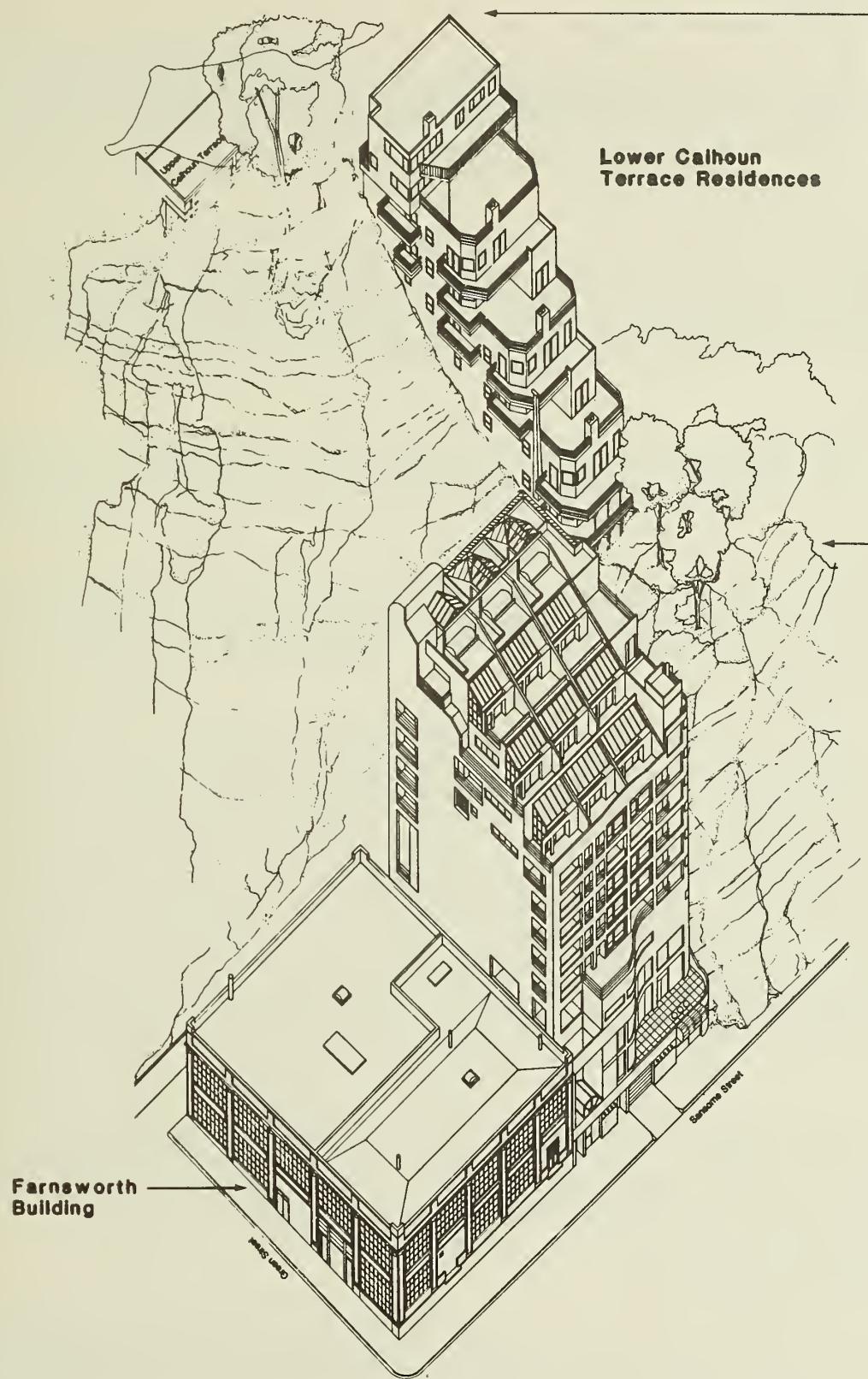
FIGURE 1: SITE AND PROJECT LOCATION

Base Map of San Francisco reproduced by
permission of the California State Automobile
Club, copyright owner.



SOURCE:
TAI ASSOCIATES / ARCHITECTS

FIGURE 2:
SITE PLAN



SOURCE:
TAI ASSOCIATES / ARCHITECTS

FIGURE 3:
PROJECT DRAWING

B. INSIGNIFICANT EFFECTS

Effects on the project determined not to be significant are listed below. These topics require no further investigation and will not be discussed in the focused EIR.

General Plan Compatibility

The project would not conflict with the objectives and policies in the Northeastern Waterfront Plan, a part of the San Francisco Comprehensive Plan, or with other policies and objectives of the Comprehensive Plan. The project sponsor is requesting a variance from the parking requirement of the C-2 District, and this will be discussed in the EIR.

Land Use

The proposed project is similar to uses in the surrounding area and would not disrupt or divide the physical arrangement of the established community.

Relocation

The project site is currently vacant and would not require relocation of housing or businesses or a displacement of people to clear the site.

Housing Demand

The project is exempt from the City Planning Commission's policy of requiring office developers to provide housing because it contains less than 50,000 sq. ft. of office area. The project would also provide housing.

Transportation Systems

The project alone would not 1) require or cause a significant change in use of existing transportation systems; 2) result in a substantial increase in traffic in relation to existing loads and street capacity; 3) alter current patterns of circulation of people or goods; 4) increase traffic hazards to vehicles or pedestrians; or 5) require construction of new public roads.

Noise

The existing noise levels at the site would not impact the proposed office use as the noise levels are less than 65 dBA which is compatible for office use, according to the Environmental Protection Element of the Comprehensive Plan. Any potential noise effects on residential use would be mitigated by compliance with Title 25 Noise Insulation Standards.

Air Quality/Climate

Project operation would not 1) violate any ambient air quality standard; 2) expose any sensitive receptors to air pollutants; 3) create objectionable odors; 4) result in the burning of any materials; or 4) alter any local wind, moisture or temperature regime, nor would it cast shadows on any public open spaces. The effects of construction activity on air quality can be mitigated to insignificance by appropriate measures.

Utilities and Public Services

The increased demand for public services generated by the proposed project could be met by existing supplies and would not require additional personnel or equipment. New gas and telephone lines would be extended to the site requiring opening one lane of Sansome St. for up to one month.

Biology

The project would not affect the existence or habitat of any rare, endangered or unique species nor would it require removal of mature scenic trees. The western portion of the site would be preserved as permanent open space.

Water

Project construction would not 1) reduce the surface water quality; 2) change the surface runoff or drainage pattern; or 3) change the quality of the public water supply.

Energy

The project would not substantially increase the demand on existing energy sources or affect the potential use, extraction, conservation or depletion of a natural resource.

Hazards

The project would not increase the risk of explosion or release of hazardous substances, create or expose people to a potential health hazard or interfere with an emergency response plan. The project sponsor has agreed to the mitigation measure on p. 23 to provide a building evacuation plan which would be reviewed by the Mayor's Office of Emergency Services.

Cultural

Project construction would not affect a known archaeological resource or cause a physical change affecting unique ethnic or cultural values. The project sponsor has agreed to the mitigation measure on p. 23 and 24 in the event that resources are uncovered during excavation.

III. ENVIRONMENTAL SETTING

A. GENERAL CONSIDERATIONS

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
--	------------	--------------	-----------	------------	--------------

1. Would the project conflict with the objectives and policies in the Comprehensive Plan (Master Plan) of the City?
2. Would the project require a variance, or other special authorization under the City Planning Code?

<input type="checkbox"/>					
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

<input type="checkbox"/>					
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. Would the project require approval or permits from City Departments other than DCP or BBI, or from Regional, State or Federal agencies?			X		X
4. Would the project conflict with adopted environmental plans and goals?			X		

The eastern portion of the project site lies within the Base of Telegraph Hill Area addressed in the Northeastern Waterfront Plan, a part of the Comprehensive Plan of the City. The Plan states that "Inland of the Embarcadero, residential, office and open space uses would be encouraged . . .". Objective 3 for the Base of Telegraph Hill Area is "To develop a diversity of additional activities which would strengthen the existing predominant uses in the base of Telegraph Hill area and activities which would expand the period of use, but of an intensity which would provide a relief from the adjacent downtown and Fisherman's Wharf areas." The project would respond to Policy 1 of Objective 3 which encourages "development of uses which would strengthen the area's predominant uses of professional and general offices and design-related activities." The project would also respond to Policy 2 of Objective 3 which seeks to "encourage the development of residential uses as a major use in this area. Such use should be especially encouraged immediately adjacent to Telegraph Hill and at the upper levels of commercial development." Urban Design Element issues would apply, and these will be discussed in the EIR.

The eastern portion of the project site is zoned C-2 (Community Business District) and lies within the Northern Waterfront Special Use District No. 3. Development in the area is subject to the general provisions outlined in the City Planning Code for C-2 districts, except as specifically provided in the additional regulations imposed by the provisions of the Special Use District. The western portion of the site is zoned RH-3 (Residential House Districts, Three Family). The development rights from the RH-3 zoning district of the property would be transferred to the C-2 zoning district which would guarantee the RH-3 zoning district area would be preserved as permanent open space. The project would comply with the regulations of both zoning districts except for the provision of parking as specified for the C-2 district. A variance for parking would be required under the City Planning Code as the project sponsor proposes to provide only 28 of the required 53 parking spaces.

The project site is within a part of the northern waterfront which is proposed for designation as the Northeast Waterfront Historic District. This area is of historic architectural note because it contains commercial warehouse buildings from nearly every decade of San Francisco's history and reflects the waterfront storage and maritime activities which are an important part of San Francisco business history. The ordinance designating the Northeast Waterfront Historic District was proposed by the Landmarks Preservation Advisory Board and approved by the City Planning Commission on June 23, 1982. The ordinance is currently under review by the Board of Supervisors. If the Historic District ordinance is adopted, the project would require a Certificate of Appropriateness from the City Planning Commission (CPC) which would require a recommendation from the Landmarks Preservation Advisory Board (LPAB) and a public hearing before the CPC.

As the site is currently vacant, no features of architectural or historic note would be destroyed by project development. The building height is greater than the six story range common for this vicinity, but it is located at the base of Telegraph Hill, an area where structures are closer to the high end of the range.

B. ENVIRONMENTAL IMPACTS

Yes Maybe No N/A Disc.

1. Land Use. Would the proposed project:

a. Be different from surrounding land uses? _____ _____

b. Disrupt or divide the physical arrangement of an established community? _____ _____

The project site is currently vacant. The properties surrounding the site support commercial and residential uses. South of project site is the two-story Farnsworth's Glen St. Laboratory building (California Registered Historical Landmark #941) which contains offices. Land north of the site is the unoccupied rear yard of Calhoun Terrace; this area shows substantial exposures of rock outcrop, to the corner of Sansome and Filbert Sts. where an office building at 1299 Sansome St. is currently being constructed. North across Greenwich St. is the 101 Lombard and Telegraph Landing condominium developments. Across from the project site along Sansome St. are three-to five-story buildings with office and commercial uses. The Ice House, directly across the street, is an old icehouse which has been converted to office use. On the northeast corner of the intersection of Sansome and Green Sts., south of the Ice House, is a parking garage, an auto repair shop and third-floor residential uses. North of the Icehouse is Levi Square, headquarters for the Levi Strauss Corporation. Land to the west of the site on Telegraph Hill contains single- and multi-family residential uses.

The proposed project, containing office and residential uses would, therefore, be similar in use to surrounding land uses, and would be consistent with existing development in the area. There will be no further discussion of this subject in the EIR.

2. Visual Quality and Urban Design.

Would the proposed project:

Yes Maybe No N/A Disc.

a. Obstruct or degrade an scenic view or vista open to the public? _____ _____

b. Reduce or obstruct views from adjacent or nearby buildings? _____ _____

c. Create a negative aesthetic effect? _____ _____

d. Generate light or glare affecting other properties? _____ _____

The project has incorporated a design which focuses major windows and consequently light towards the east, an area which contains office buildings. The night lighting in the building should not generate light which would affect the uphill (to the west) views. No reflective glass is proposed for use in this structure.

The remainder of these issues will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
3. <u>Population/Employment/Housing.</u> Would the proposed project:					
a. Alter the density of the area population?	X				X
b. Have a growth-inducing effect?		X			
c. Require relocation of housing or businesses, with a displacement of people, in order to clear the site?			X		X
d. Create or eliminate jobs during construction and operation and maintenance of the project?	X				X
e. Create an additional demand for housing in San Francisco?		X			X

The project would increase the daytime density of the area population by 110 workers. The site would also house about 28 residents. This amount of growth would not constitute a significant impact.

The site is currently vacant so relocation of houses or businesses and their occupants is not required to clear the site.

The project would create about 70 construction jobs over the 15-month construction period.

Projects containing less than 50,000 sq. ft. of office space are not subject to the City Planning Commission's Policy requiring housing by office developers. The housing demand, as calculated per Office/Housing Production Program (OHPP) is for 27 units; however, at this low a number the accuracy of the estimate is limited and does not provide a sound basis for determining a significant impact. The project also contains a housing component which would supply 14 residential units.

The project sponsor and the project architects, Tai Associates, would occupy about 40% of the office space. Project office rental rates would be about \$30 per sq. ft. per year (1982 dollars).

Possible cumulative growth induction impacts of this project will be discussed in the EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
4. <u>Transportation/Circulation.</u> Would the construction or operation of the project result in:					
a. Change in use of existing transportation systems? (transit, roadways, pedestrian ways, etc.)			X		X
b. An increase in traffic which is substantial in relation to existing loads and street capacity?			X		X
c. Effects on existing parking facilities, or demand for new parking?	X				X
d. Alteration to current patterns of circulation or movement of people and/or goods?			X		X
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?			X		
f. A need for maintenance or improvement or change in configuration of existing public roads or facilities?			X		
g. Construction of new public roads?			X		

Construction Traffic

Construction of the project would require approximately 20 months of which 2 weeks would be for site clearance, 17 weeks for site excavation and 42 weeks for concrete construction (Carl Kinczel, Tai Associates, letter communication, October 22, 1982). The remainder of the period would be for interior and exterior finishing work. About 18 trucks per day (36 one-way truck movements in or out of the project site) would be generated during the 17-week site excavation period. During the 10-month concrete construction period, an average of 2 trucks per day would be generated, except for 3 days in each of the 10 months, when up to 30 trucks would be expected for concrete pours. During the excavation and concrete pouring periods, depending on construction scheduling, trucks could queue on Sansome St. while waiting to access the site. As the parking lane would be closed during 14 months of the 20-month construction period, waiting trucks could partially block travel lanes on Sansome St. and may cause intermittent delays to through traffic.

Access to the site during construction would be from Sansome St. Marshalling and materials storage is expected to be on-site and in the parking lane fronting the site on Sansome St. There is no sidewalk in front of the site at present; pedestrian traffic would not be affected.

Utility lines and sewer lines are located in Sansome St. During construction, trenching across part of Sansome St. would be necessary to make connections to the utilities for the project. Trenching operations would be expected to take about one week and would cause minor delays to through traffic. Sansome St. is currently in good repair. The project contractor would be responsible for necessary street repair following trenching operations.

Street Network

The project site is located on Sansome St., between Union and Green Sts. Sansome St. is one-way northbound. The closest southbound access is Battery St., which is a one-way street located one block east of the project site. Broadway, two blocks south of the site, and Bay St. to the north provide east/west links. Sansome, Battery, Broadway and Bay Sts. are all designated "Major Thoroughfares" in the Transportation Element of the City's Comprehensive Plan ("Major Thoroughfares" are defined as "crosstown thoroughfares whose primary function is to link districts within the City and to distribute traffic from the freeways"). Sansome and Battery Sts. have also been designated "Transit Preferential Streets" in the Comprehensive Plan ("Transit Preferential Street" is defined as "an important street for transit operations where interference with transit vehicles by other vehicles should be minimized").

Access to and from the Peninsula and the East Bay is via freeway ramps at Broadway and Sansome Sts. and Broadway and Battery Sts. Access to and from the North Bay is via The Embarcadero and Bay Sts.

Trip Generation

Table 1 shows the distribution of p.m. peak hour trips by travel mode for project employees and residents. As noted on page 9, Tai Associates (the prime tenant) would occupy approximately 40% of the office floor space. Trips by employees of the prime tenant are shown separately and are based on a survey of Tai Associates employees made by Environmental Science Associates in October 1982 (on file at the Office of Environmental Review, 450 McAllister St., 5th Floor). Tai Associates is presently located at 445 Bush St. As the project location is on the fringe of the greater downtown area, is adequately served by Muni routes and as Tai Associates is expecting to move all existing employees, no change in the existing travel patterns has been assumed to occur. The project would add about 100 peak-hour trips; office uses would generate about 90 of these trips and residential uses would generate about 10 trips.

Traffic

Traffic volumes on Sansome and Battery Sts. near the project site operate in stable flow conditions associated with Level of Service "C" or better (see 1299 Sansome St. Final EIR, San Francisco Department of City Planning, p. A-24). The intersection of Sansome and Green Sts., through which most of the new vehicle trips generated by the project would pass, operates at Level of Service "A" (the best level of operation) during the peak hour of 4:30-5:30 p.m. (based on an intersection count made by ESA, Thursday, October 7, 1982).

The project would generate 15 additional automobiles which would be expected to be distributed during the p.m. peak hour to intersections surrounding the project site. Because of the existing good levels of service on intersections surrounding the project and the low number of automobile trips generated as a result of the project, the project would not substantially affect the operations of the intersections or street system in the vicinity of the project site.

TABLE 1: PEAK-HOUR TRAVEL OUT OF THE DOWNTOWN AREA BY MODE

Mode	Prime Tenant Employees*	Office**	Residential**	Total
Auto	3	16	2	21
Muni***	18	12	6	36
BART	4	9	-	13
AC Transit	9	4	-	13
Golden Gate	3	1	-	4
Southern Pacific RR	-	2	-	2
SamTrans	-	2	-	2
Ferry	-	-	-	-
Other	-	2	4	6

* Distribution of travel from employee survey.

** San Francisco Department of City Planning, Guidelines for Environmental Evaluation - Transportation Impacts.

*** Does not include any transfers from riders on other transit carriers

SOURCE: Environmental Science Associates

Transit Service

Muni. The demand for Muni service in the project area that would result from development of the project and other cumulative office buildings proposed in the project vicinity will be examined in the EIR.

Regional Transit Carriers. Golden Gate Transit operates routes to the North Bay which run on Sansome St. in front of the project site. The project would generate 4 peak-hour trips on Golden Gate Transit. A-C Transit, SamTrans, and Southern Pacific operate transit service to destinations outside San Francisco from terminals and stops south of Market St. BART provides regional transit service from stations in the Market St. Subway. Collectively, the project would add about 30 riders on these transit carriers (see Table 1) which would not substantially effect operations on the regional transit carriers.

Cumulative Impacts

The project site is located in the northeastern portion of the City, about five blocks north of the Financial District (the northern boundary of the C-3-O zoning district is Washington St.). Most new development proposed, approved or under construction in San Francisco is in the Financial District.

Four buildings are either under construction or proposed in the vicinity of the project site: 1299 Sansome St. is under construction; and 955 Front, the Ice House Conversion, and the Roundhouse are presently under formal review.

As of August 6, 1982, a total of 17.4 million gross square feet of new office space is proposed, approved or under construction in the greater downtown area in the City including the four developments mentioned above. Approximately 1.3 million gross square feet of existing office space would be replaced by the proposed development, resulting in about 16.1 million gross square feet of net new office space. This office growth and an accompanying 0.5 million gross square feet of new retail space would generate approximately 48,000 person trip ends (one way trips) during the weekday p.m. peak hour. The proposed project would represent an increase of 0.2% over the travel from the cumulative development.

Because of the geographic distance from the downtown where most development is occurring and the restrictions created by the topography in the project area, cumulative development downtown would not be likely to contribute to transportation effects in the vicinity of the project site. However, cumulative development would add travel to the freeway access ramps on Broadway at Battery and Sansome Sts. Intersection counts at Sansome and Broadway show the intersection to operate at level of service C (volume to capacity ratio of 0.71), during the p.m. peak hour (intersection count made by TJKM on Thursday, June 16, 1981.) Cumulative traffic additions from downtown development including those buildings in the project vicinity would raise the volume to capacity ratio to 0.77 but would not change the level of service.

The project would generate about 15 vehicle trips during the p.m. peak hour. About 50% of these trips would be to/from the Peninsula and East Bay. If most of these trips were to pass through the Broadway/Battery and Broadway/Sansome intersections, p.m. peak hour traffic volumes at these locations would increase by one percent or less. Similarly, the project would generate less than 10 p.m. peak hour vehicle trip ends to the North Bay and these trips would increase volumes at the intersection of Bay and Columbus Sts. by less than one percent. The addition of project traffic would not change intersection service levels.

Similarly, cumulative development would add travel to the regional transit carriers. Cumulative travel demand from the greater downtown area would add about 16,000 collective riders on the regional transit carriers. Thus, the 30 project riders on the regional transit carriers would be less than one percent of the cumulative demand.

The accuracy of projections contained in the cumulative transportation analyses is limited by the accumulated accuracy of the individual components. Essentially, the uncertainty in each component compounds, making the overall analysis as accurate as the least reliable component of the analysis. The base data, which are collected as a series of counts (intersection, transit ridership, parking) on individual days rather than being an annual average, is subject to seasonal variations (i.e., more people take vacations during summer months, shopping travel is highest between Thanksgiving and Christmas, fewer people walk when it rains) as well as economic variations that might result from changes in the cost of gasoline, transit fares, and parking costs. The forecast information is based upon trip generation, modal split, and trip

assignments data that are available for existing conditions. The projections do not assume any deviation from existing patterns. As travel patterns tend to be influenced by a variety of factors, including congestion (i.e., each traveler tries to find the optimum method of travelling to and from work), cost, choice of residence location, and individual preferences, the results of the transportation analysis do not reflect possible redistribution of existing travel patterns. Possible changes in traffic patterns are not considered because no reliable method exists to predict the individual choices that would aggregate into future travel patterns.

Further, as the cumulative travel demand (trip generation) analysis was based upon the various estimates for land use allocation and amount of gross floor area associated with each building, the travel estimates are sensitive to changes in the projected amount of cumulative development. The cumulative traffic and transit impact analysis is sensitive also to 1) parking price structures and fuel availability and cost, which affect the modal split; 2) future traffic management changes in the downtown area which could take the form of increased development of transit preferential streets and further restrictions of on-street parking in order to facilitate general vehicle flow; 3) future changes in the operating characteristics of each transit system, which are dependent on policy choices made at the local, regional, state and federal levels; 4) the rate of increase in intensity of land use downtown, with a resulting increase in pedestrian volumes which affect intersection capacity; and 5) changes in the pattern of residential development and choices by individual downtown workers of residence location.

In light of the above uncertainties, the quality of the available data, and the type of trip-generaton model used, the overall accuracy of the travel demand projections is in the range of + 10-15%. Hence, travel demand for the project, which is much less than one percent of the cumulative demand, would not be statistically measurable against the background of cumulative development.

Parking

The availability of adequate parking for the project and other developments proposed in the area will be examined in the EIR.

5. Noise.

- a. Would the proposed project result in generation of noise levels in excess of those currently existing in the area?
- b. Would existing noise levels impact the proposed use?

Are Title 25 Noise Insulation Standards applicable?

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
a.			X		X
b.			X		X
	X				X

Project construction would take about 15 months. Site preparation and building construction would be the major noise-producing activities. These activities would temporarily result in noise levels in excess of those

currently existing in the site vicinity. Construction noise would be expected to occasionally annoy and distract residents within 100 ft. of the project site. During construction, powered equipment other than impact tools would have to comply with the San Francisco Noise Ordinance (Section 2907b) requirement of a sound level of not more than 80 dBA at 100 ft. Any impact tools and equipment would have intake and exhaust mufflers and jackhammers would be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works as required by Section 2907c of the San Francisco Noise Ordinance. Construction activities would generally occur between the hours of 8 a.m. and 5 p.m. Construction would not occur on the weekends, except for emergency situations. No construction activity would occur during the hours of 8 p.m. and 7 a.m. which would cause the noise level to exceed the ambient noise level by 5 dBA at the nearest property line. Mitigation measures to achieve these standards are described on p. 23. Pile driving would not be required as the site is underlain by bedrock.

After construction, the project would be subject to conformance with Section 2909 of the Noise Ordinance which limits fixed source noise levels for R-3 zoning districts to less than 55 dBA and for C-2 zoning districts to less than 60 dBA between the hours of 10 p.m. and 7 a.m. Noise impacts associated with the project would include operation of mechanical equipment including heating, cooling, ventilation and elevator systems, and traffic generated by the office and residential components of the project. These noise levels would not be a perceptible increase to existing noise levels.

Traffic (automobiles, trucks, and buses) is the primary source of noise at the site. Secondary sources are intermittent; they include trains on the Belt Line Railroad, aircraft and construction activities. Measurements made in the vicinity for Levi's Plaza in 1977 indicate an Ldn of less than 65 dBA. The proposed project is within acceptable limits as office development is generally considered compatible in areas with less than 65 dBA.

Title 25 noise insulation standards would be applicable because of the inclusion of housing (14 condominiums) in the project. An acoustical analysis would be performed to demonstrate that the interior CNEL requirement of less than 45 dBA with building windows closed would be met because the outdoor noise level is greater than a CNEL of 60 dBA. This acoustical analysis would be submitted to the Bureau of Building Inspection with the permit application.

6. Air Quality/Climate. Would the proposed project result in:

- a. Violation of any ambient air quality standard or contribution to an existing existing air quality violation?
- b. Exposure of sensitive receptors to air pollutants?
- c. Creation of objectionable odors?
- d. Burning of any materials including brush, trees, or construction materials?

	Yes	Maybe	No	N/A	Disc.
a.			X		X
b.			X		
c.			X		
d.			X		

<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
------------	--------------	-----------	------------	--------------

e. Alteration of wind, moisture, or temperature (including sun shading effects), or any change in climate, either locally or regionally?

<u>X</u>				<u>X</u>
----------	--	--	--	----------

Excavation and grading activities associated with project construction would generate dust emissions at the site. Sprinkling the site with water twice a day during the construction period would reduce the dust generation by 50% (see mitigation measures, p. 23). Emissions of carbon monoxide (CO), hydrocarbons (HC) and oxides of nitrogen (NO_x) from construction equipment would also occur. These emissions would not be expected to violate any ambient air quality standards.

An Air Quality Report was prepared for a nearby project of similar scale, the Roundhouse Development, which is available for public review at the Office of Environmental Review. The findings of this report are hereby incorporated by reference and summarized in the following paragraph.

Any project impact on regional air quality would be of insufficient magnitude to cause a measurable increase in ozone concentrations. Conventional monitoring or modeling methods would not be sufficiently sensitive to detect or predict any regional impact. The project-generated emissions could, in combination with other projects in the area, result in an increase of emissions that could be measured. Since the project and other development in the downtown area would not impede the control strategies of the Bay Area Air Quality Plan for the attainment of regional air quality goals in 1987, it is not expected that the resulting impacts would be sufficiently substantial to be considered significant.

Telegraph Hill creates a local microclimate by acting as a partial barrier to the prevailing westerly winds, deflecting them from a westerly to a northwesterly direction. The proposed project would not be expected to have a measurable effect on the local wind flow pattern due to the proximity of the site to the vertical rock wall on the east side of Telegraph Hill.

The project would not cast shadows on any public parks or plazas in the vicinity. A shadow analysis was conducted for December 22, the time when the sun would be lowest in the sky. The 4 p.m. analysis was not included as the project would be within the shadow cast by Telegraph Hill. At 9 a.m. and 12 noon the project would cast shadows on the deck of the lowest apartment unit of Lower Calhoun Terrace (see Figures 4A and 4B, pp. 17 and 18).

<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
------------	--------------	-----------	------------	--------------

7. Utilities and Public Services.

Would the proposed project:

a. Have an effect upon, or result in a need for new or altered, governmental services in any of the following:

fire protection?
police protection?
schools?

	<u>X</u>		<u>X</u>
	<u>X</u>		<u>X</u>
	<u>X</u>		<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
parks or other recreational facilities?		X			X
maintenance of public facilities?		X			X
power or natural gas utilities?	X				X
communications systems?	X				X
water?	X				X
sewer/storm water drainage?	X				X
solid waste collection and disposal?		X			X

Fire Protection: The minimum response time from the closest fire station, located at 530 Sansome St., is 1.5 minutes. No additional personnel or equipment would be required due to project implementation (Edward J. Phipps, Assistant Chief, Support Services, San Francisco Fire Department, letter communication, October 12, 1982). The project would incorporate all emergency response systems stipulated by the Life Safety Code, including fire alarms, an emergency communication system, an emergency power supply and an on-site emergency water supply. These measures would reduce hazards to building occupants during an earthquake or fire.

Police Protection: The project would increase population and property on the site, thus increasing the opportunity for crime. The area is currently served by 24-hour patrol cars originating from the Central Station. The project is not expected to generate the need for additional police services (James H. Farrell, Sergeant, Crime Analysis Unit, San Francisco Police Department, letter communication, November 19, 1982).

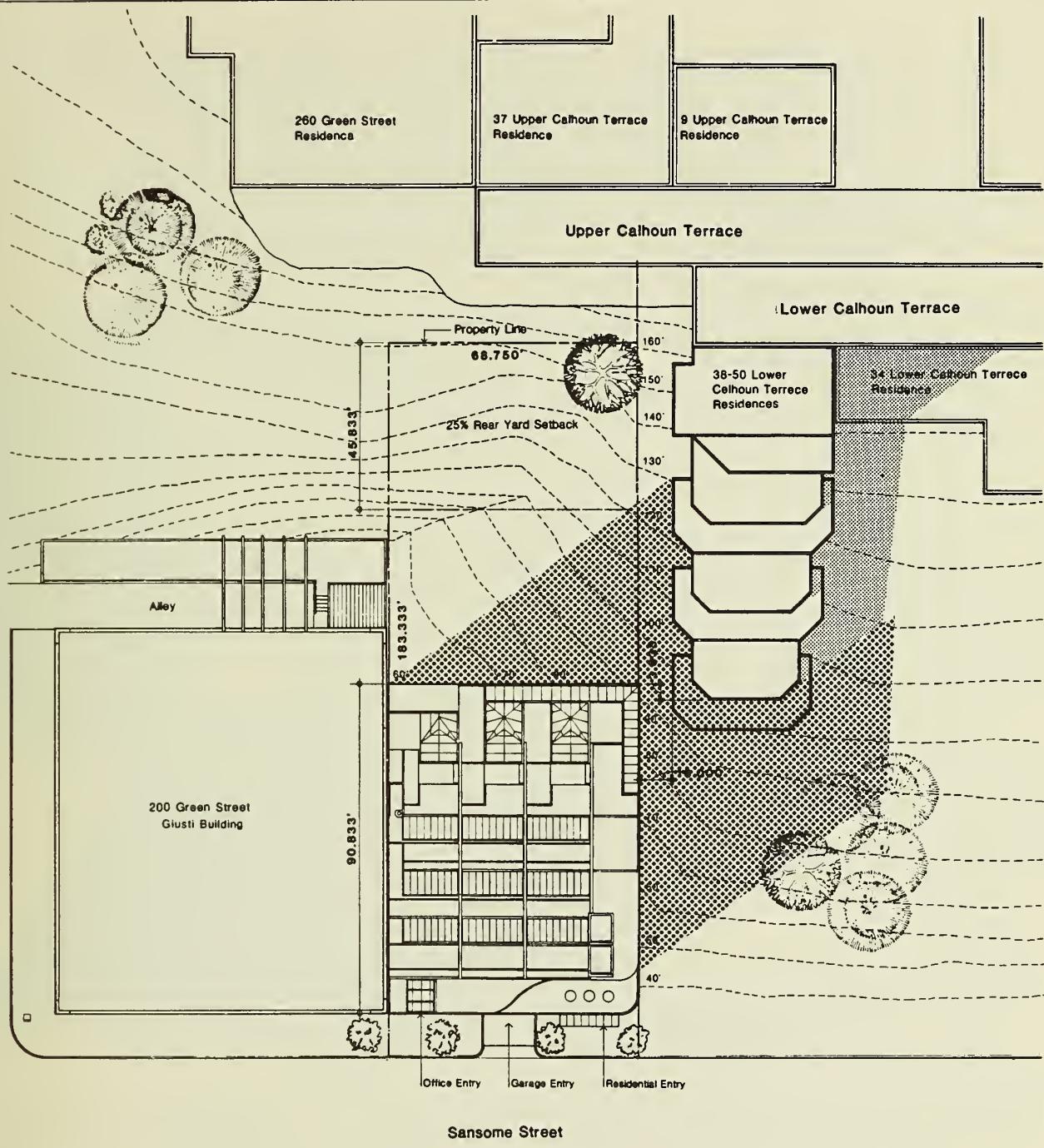
Schools: The project would not affect area schools. San Francisco public schools have experienced a reduction in school enrollment over the past several years and could accommodate any increase in school-age children as a result of on-site housing (San Francisco Unified School District, Proposal for Leasing and Selling Vacant Property, April 29, 1980, pp. 28 and 29).

Parks: Project employees and residents would increase use of surrounding parks, open space, and recreational facilities. Recreation facilities and open space are available in the area (i.e., the waterfront, Levi's Plaza).

Public Facilities: The project would have no direct effect on the maintenance of public facilities.

Power or Natural Gas: Gas and electricity would be provided by Pacific Gas and Electric Company (PG&E). Gas mains would have to be extended to the project site. Street excavation would take from one to six weeks and would occur during normal working hours (Lee Cordner, Industrial Power Engineer, Pacific Gas and Electric Co., letter communication, October 15, 1982).

Communications: Telephone services would be provided by the Pacific Telephone Company. Underground cables would be placed under Sansome St. from Green St. to the project site. Excavation would take approximately two weeks to a month, would occur during normal working hours, and would close no more than one lane of traffic (Werner Ottens, Network Engineer, Pacific Telephone and Telegraph Company, letter communication, October 13, 1982).

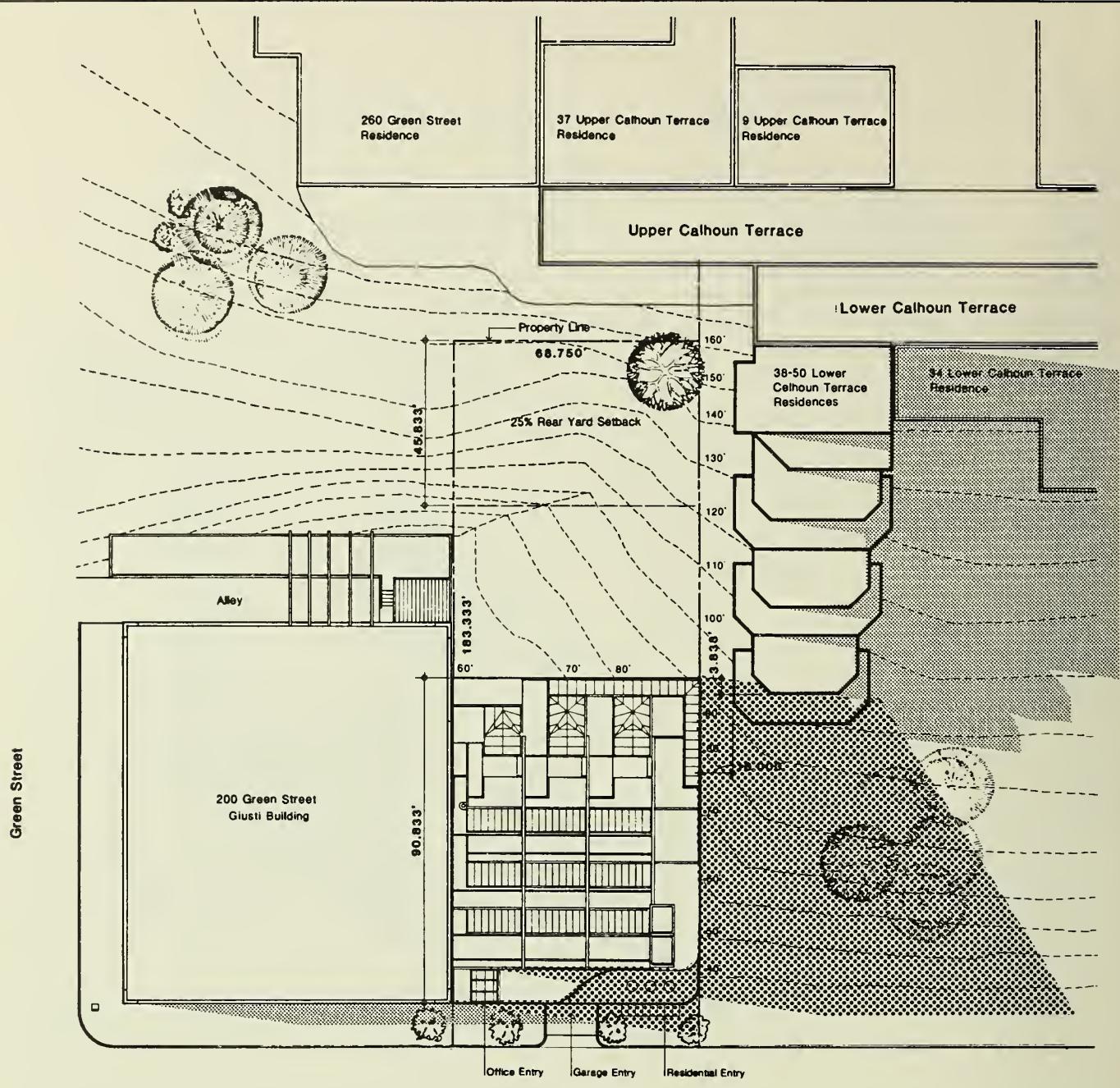


LEGEND

- NEW PROJECT SHADOW
- EXISTING SHADOW



FIGURE 4A: SHADOW PATTERNS-
DECEMBER 22, 9 A.M. P.S.T.



LEGEND



NEW PROJECT SHADOW



EXISTING SHADOW



FIGURE 4B: SHADOW PATTERNS-
DECEMBER 22, NOON P.S.T.

Water: The proposed project would generate a demand for approximately 3,000 gallons of water per day. An 8-inch main on Sansome St. would serve the project. Connection activities would involve excavation over a five-day period, would occur during normal working hours and involve closure of one traffic lane on Sansome St. during excavation. The San Francisco Water Department would be able to meet the demand of 3,000 gallons of water per day from the project (Cy Wentworth, Estimator, San Francisco Water Department, letter communication, October 14, 1982).

Sanitary Sewer: The project would generate about 3,000 gallons per day of dry-weather wastewater flows. Wastewater from the site flows through an 8.5-ft. diameter circular sewer under Sansome St. to the North Point Treatment Plant for primary treatment and later is transported to the Southeast Plant for secondary treatment. San Francisco wastewater facilities have adequate capacity to serve this project (Nathan Lee, San Francisco Clean Water Program, letter communication, October 22, 1982).

Solid Waste Disposal: The project would generate an estimated 100 pounds of solid waste per day. Golden Gate Disposal Company serves the site and anticipates no problems in meeting collection demand (Peter Gardella, Vice President, Golden Gate Disposal Company, telephone communication, October 20, 1982).

<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
------------	--------------	-----------	------------	--------------

8. Biology

- a. Would there be a reduction in plant and/or animal habitat or interference with the movement of a migratory fish or wildlife species?
- b. Would the project affect the existence or habitat of any rare, endangered or unique species located on or near the site?
- c. Would the project require removal of mature scenic trees?

X	_____	_____	_____	X
---	-------	-------	-------	---

_____	_____	X	_____	_____
-------	-------	---	-------	-------

_____	_____	X	_____	_____
-------	-------	---	-------	-------

The vacant site supports a diverse array of weedy plants which in turn harbor a variety of wildlife. A cursory survey of the site by John Kipping, Biologist for Audubon Canyon Ranch on October 26, 1982 produced 60 plant species, most of which are introduced weeds or ornamentals and only one of which is a California native plant. These plants provide cover and feeding habitat for birds and mammals. The eastern part of the site is more heavily vegetated than the western part which is covered with a fairly continuous cover of talus and the shear rock wall face of Telegraph Hill. Small shallow areas of soil on the rock face support sparse growth of ivy and fennel. A mature eucalyptus tree is located in the northwestern portion of the property; it would not be affected by project development.

The site is primarily valuable to wildlife because it provides a refuge of open space in a heavily urbanized area. Numerous songbirds nest and feed in the weedy vegetation and other "garden" birds such as flickers and hummingbirds are abundant. Several species of hawks have been observed in the area (John Kipping, letter of October 26, 1982).

Wildlife observed on the site include a few species of sparrows, mourning doves, and pigeons. The vertical rock face is probably used during the breeding season by swallows and other cliff-nesting birds. The western part of the site would be permanent open space as it's development rights would be transferred to the building site on the eastern part of the property. Any wildlife currently residing within the proposed building footprint would be displaced; however, birds could continue to use Telegraph Hill for nesting and habitat.

No rare or endangered species of plant or animal is known to exist at this site.

9. Land. (topography, soils, geology)
Would the proposed project result in
or be subject to:

- a. Potentially hazardous geologic or soils conditions on or immediately adjoining the site? (slides, subsidence, erosion and liquefaction)
- b. Grading? (consider height, steepness and visibility of proposed slopes; consider effect of grading on trees and ridge tops.)
- c. Generation of substantial spoils during site preparation, grading, dredging or fill?

Yes Maybe No N/A Disc.

These issues will be discussed in the EIR.

10. Water. Would the proposed project result in:

- a. Reduction in the quality of surface water?
- b. Change in runoff or alteration to drainage patterns?
- c. Change in water use?
- d. Change in quality of public water supply or in quality or quantity (dewatering) of ground water?

Yes Maybe No N/A Disc.

Much of the site is covered with impermeable material. The shear rock face of Telegraph Hill occurs in the western portion of the site and a fairly continuous talus cover (fallen weathered rock fragments which have collected to form a slope at the foot of Telegraph Hill) extends to the central and eastern portions of the site. Runoff would continue to drain into the combined City stormwater/ sanitary sewer system.

The proposed project would generate a demand for about 3,000 gallons of water per day. This demand can be met by the San Francisco Water Department.

11. Energy/Natural Resources: Would the proposed project result in:

- a. Any change in consumption of energy? _____ X _____
- b. Substantial increase in demand on existing energy sources? _____ X _____
- c. An effect on the potential use, extraction, conservation or depletion of a natural resource? _____ X _____

Changes in energy consumption will be discussed in the EIR.

12. Hazards. Would the proposed project result in:

- a. Increased risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals or radiation), in the event of an accident, or cause other dangers to public health or safety? _____ X _____
- b. Creation of or exposure to a potential health hazard? _____ X _____
- c. Possible interference with an emergency response plan or emergency evacuation plan? _____ X _____ X _____

The project sponsor has agreed to the mitigation measure on p. 23 to provide a building emergency evacuation plan which would be coordinated with the City's emergency plan through the Mayor's Office of Emergency Services.

13. Cultural. Would the proposed project:

- a. Include or affect a historic site, structure or building? _____ X _____
- b. Include or affect a known archaeological resource or an area of archaeological resource potential? _____ X _____

Yes Maybe No N/A Disc.

_____ X _____

_____ X _____

_____ X _____

Yes Maybe No N/A Disc.

_____ X _____

_____ X _____

_____ X _____ X _____

Yes Maybe No N/A Disc.

_____ X _____

_____ X _____

<u>Yes</u>	<u>Maybe</u>	<u>No</u>	<u>N/A</u>	<u>Disc.</u>
------------	--------------	-----------	------------	--------------

c. Cause a physical change affecting unique ethnic or cultural values?

X

The project site is part of an area along the northern waterfront which has been proposed for designation as the Northeast Waterfront Historic District. This designation has been approved and recommended to the Board of Supervisors by the City Planning Commission. The Board of Supervisors will probably act on the recommendation in December. If the Historic District designation is approved, the project would require a Certificate of Appropriateness from the CPC which would require a recommendation from the LPAB and a public hearing before the CPC.

Uncovering of historic or prehistoric artifacts during project excavation is unlikely as the site is on bedrock covered with recent slope debris; it has also been previously disturbed as it was quarried in the 1800s. In the unlikely event that an object or objects of archaeologic value is uncovered, the project sponsor has agreed to the mitigation measure on p. 23.

C. MITIGATION MEASURES:

<u>Yes</u>	<u>No.</u>	<u>Disc.</u>
------------	------------	--------------

Are mitigation measures included in the project?

X X

The following measures are proposed as part of the project:

Transportation

1. a. Priority would be given to van and car pools for the 14 parking spaces for office use. Two of the 28 spaces would be available for handicapped use.
b. The project sponsor would encourage transit use by employees by means including the sale on-site of BART and Muni passes, and promoting an employee car pool/van pool system in cooperation with RIDES from Bay Area commuters.
c. When the project is completed, the project sponsor would implement a flexible time system for employee working hours.
d. Eyebolts to support future MUNI electrification wires would be incorporated into the project.
2. Construction deliveries would not be allowed during peak traffic hours (4:30 to 5:50 p.m.).

Air Quality

3. The project site would be sprinkled with water twice daily during construction to reduce dust generation by about 50%.

Hazards

4. An evacuation and emergency response plan would be developed by the project sponsor or building management staff, in consultation with the Mayor's

Office of Emergency Services (OES), to insure coordination between the City's emergency planning activities and the project's plan and to provide for building occupants in the event of an emergency. The project's plan would be reviewed by the OES and implemented by building management before issuance by the Department of Public Works of final building permits.

Cultural

5. Should evidence of historic or prehistoric artifacts be uncovered at the site during construction, the sponsor would agree to: 1) require the project contractor to notify the Environmental Review Officer and the President of the Landmarks Advisory Board; 2) require that the contractor suspend construction in the area of the discovery for a maximum of four weeks to permit review of the find and, if appropriate, retrieval of artifacts; 3) for an archaeologist or historian or other expert acceptable to the Environmental Review Officer to help the Office of Environmental Review determine the significance of the find and identify feasible measures, if any, to preserve or recover artifacts; and 4) that if feasible mitigation measures are identified they be implemented by the project sponsor.

Other measures will be included in the EIR as appropriate.

D. ALTERNATIVES:

Yes	No	Disc.
X		X

Were other alternatives considered?

Other alternatives considered were:

1. No project
2. An all office development providing 28 off-street parking places.
3. An office and condominium development providing 53 parking spaces, without the need for a parking variance.

These alternatives will be analyzed in the EIR.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	Yes	No	Disc.
			X
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?			X

3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and possible future projects.)

4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?

5. Is there a serious public controversy concerning the possible environmental effect of the project?

The project could have individually limited, but cumulatively considerable environmental effects on transportation, circulation and parking in the project vicinity, when considered in the light of past (Levi's Plaza), current 1299 Sansome, Roundhouse, and Ice House Conversion) and future potential projects.

A potential public controversy exists concerning the effect of development on the geologic stability and visual/aesthetic qualities of Telegraph Hill.

On the basis of this initial evaluation:

I find the proposed COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers ___, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

December 3, 1982

Date
Assistant Director-Implementation

for

Dean Macris
Director

Robert W. Passmore ALB

Robert W. Passmore

